HOUNDUS ESTABLISHED

actani,

THE UNITED ASBESTOS ORIENTAL AGENCY.

PANY, LTD. LONDON: DODWELL & CO., LIMITED, General Managers.

LOILO, PHILIPPINE ISLANDS.

Banks.

COKOHAMA SPÉCIE BANK, LIMITED

ESTABLISHED 1880...

Head Office: YOKOHAMA.

Branches and Agencies.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD. THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:-INTEREST ALLOWED.

On Current Account at the rate of 2 per.cent.

On fixed deposits for 12 months at 5 per cent.

THE NATIONAL BANK OF CHINA

LIMPTED.

Authorised Capital......£1,000,000

HEAD OFFICE:-HONGKONG

Board of Directors :--Chan Kit Shan, Esq.

Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. |

Chief Manager,

GEO. W. F. PLÄYFAIR.

Interest for 12 months Fixed5 %

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

RESERVE FUND£500,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent, per

On Fixed Deposits for 12 months ... 4 per cent.

TONGKONG AND SHANGHAL

PAID-UP CAPITAL......\$10,000,000

RESERVE FUND\$11,000,000

COURT OF DIRECTORS:

R. M. GRAY, Esq., Chairman.

N. A. Siebs, Esq., Deputy Chairman.

David Meyer Moses, Esq.

CHIEF MANAGER:

Hongkong-Sir THOMAS JACKSON.

Shanghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST AULOWED:

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum.

For 6 months, 35 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be

INTEREST on deposits is allowed at 31 PER

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office :- SHANGHAL.

Branches and Agencies.

FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collec-

places, and Sells Drafts and Telegraphic Trans-

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

fers Payable at its Branches and Agencies,

tion Bills of Exchange drawn on the above

For the HONGKONG AND SHANGHAL BANKING CORPORATION,

T: IACKSON

Chief Manager.

Shanghai Taels.

HANKOW.,

PEKING.

SWATOW.

DEPOSIT at 4 PER CENT. per annum.

Hongkong, 1st August, 1895.

CANTON

CHEFOO.

CHINKIANG.

per Annum'on the daily balance.

Hongkong, 16th October, 1899.

obtained on application.

CENT. per annum.

-On Current Account-at-the-rate-of-2-per-Cent-

The Hon. J. J. Keswick. R. Shewan, Esq.

BANKING CORPORATION.

T. H. WHITEHEAU,

Manager, Hongkong.

A. McConachie, Esq.

A. J. Raymond, Esq.

THOMAS JACKSON

Chief Manager.

P. Sachse, Esq.

RESERVE LIABILITY OF SHARE-

annum on the Daily Balances.

Hongkong, 20th May, 1898.

E. Goctz, Esq.

A. Haupt, Esq.

R. H. Hill, Esq.

Hongkong, 30th May, 1899.

J. T. Lauts, Esq.

KOBE.

LONDON.

NEW YORK. HONOLULU.

SHANGHAL.

CAPITAL PAID-UP

CAPITAL UNCALLED...... RESERVE FUND "

TOKIO.

NAGASAKI.

BOMBAY. TIENTSIN.

D. Gillies, Esq.

SAN FRANCISCO:

per Annum on the Daily Balance.

Hongkong, 4th October, 1899.

Supplied.

MONDAY, NOVEMBER 13, 1899. NEW SERIES No. 1366. 日一十月十年五十二緒光

號三十月一十英港香 一拜禮

THIRTY DOLLARS

PER ANNUM.

Untimations.

ORIENTAL STEAM NAVIGATION COMPANY.

9					,
	FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
	SHANGHAL	NankinC.	D. Bennet, R.N.R.	About 16th Nov	Freight only.
	LONDON	Shanghai	C. A. Lyon, R.N.R	About 16th Nov.	Freight or Passage.
	1	•			Freight or Passage.
	l ' '		•	•	Freight or Passage.
	LONDON	ValaccaE.	G. Andrews	About 30th Nov.	Freight or Passage.
	,		See/Special Advert		•

For Further Particulars apply to .

. H. A. RITCHIE, Superintendent.

Hongkong, 13th November, 1899.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG: PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

*(SUBJECT TO ALTERATION.)

STEAMERS, Control of the Steamers	SAILING DATES. WEDNESDAY, 13th December.
* KONIG JUBERT	WEDNESDAY, 13th December.
PRINZ HEINKICH	WEDNESDAY, 27th December.
PREUSSEN	WEDNESDAY, toth January.
KARI SRIME	
SACUSEN	WEDNESDAY, 7th February. WEDNESDAY, 21st February.
OLDENBURG	WEDNESDAY, 21st February.
$\hat{\cdot} = RAYERN$	WEDNESDAY, 7th March.
STUTTGART	WEDNESDAY, 21st March.
KONIG ALBERT	WEDNESDAY, 4th April
WEIMAR	WEDNESDAY, 18th April.
PRINZ HEINRICH	WEDNESDAY, 2nd May.
PREUSSEN	WEDNESDAY, 16th May.
HANRURG. (Hamburg Amerika Lin	ie)WEDNESDAY, 30th May.
CAN AURINNERDAN the cash day of D	becombar, 1800 of NOON, the Steamship, "KON

N WEDNESDAY, the 13th day of December, 1809, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain O. Cappers, with MAILE, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th December, Cargo and Specie will be received on Board until 5.P.M., on TUESDAY, the 12th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. RESERVE LIABILITY OF PROP'TORS.\$10,000,000 The Steamer has splendid Accommutation and carries a Doctor and a Stewardess.

Linen can be washed on board,

NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 9th November, 1899.

AGENTS.

PHONOGRAPHS.

THE NEW HOME PHONOGRAPH

(GENUINE EDISON) WITH FITTINGS.

PRICE \$80.

LANE, CRAWFORD & CO.

Hongkong, 17th October, 1899.

f1286a

In Magnums—Bottles and Half Bottles.

UNITED STATES.

. Sole Agents for

the Philippines and British North Borneo.

Hongkong, 18th October, 1899. THE

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Untimations.

SELECTION

LANDED JUST

SPLENDID CONDITION. "Reviving 'weets repair the Mind's Decay."-POPE.

CHOCOLATE CREAMS

A LARGE VARIETY IN FANCY BOXES, AT POPULAR PRICES.

EVERTON TOFFEE, PASCALL'S GOLDEN MALTEX, ALMOND FLOTS, LEMON BARLEY SUGAR. APRICOTINES. RASPBERRY DROPS.

Wathins, Limited,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

Doors Open 5 o'clock.

No Collection.

A. HAHN, No. 10, Ice House Street.

TWO LECTURES

will be delivered in the

CITY HALL

by Mr. CUTHBERT LAYION, from England.

The Second coming of the Lord, Jesus

Christ, Signs of the Times, and Im-

The Unity of the Church: -What is it, and why necessary for the days in

Hongkong, 11th November, 1899. [1408a

A A R. A. HAHN'S DANCING CLASSES

IV1 will re-commence on 1st November next.

Intending Pupils are respectfully requested to send their Applications Early in order that

Masonic.

VICTORIA PRIORY.

at the FREEMASONS' HALL, TO-MORROW,

the 14th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to

Hongkong, 11th November, 1899. [14002

Entertainments.

THEATRE ROYAL.

GRAND VARIETY CONCERT

will be given on

WEDNESDAY NEXT, 15th November.

kong, and will consist of

SONGS (Comic and otherwise), DANCES, SLEIGHT-OF-HAND, AND STUMP

SPEECHÉS,

BY OUR BEST TALENT,

THE WHOLE TO CONCLUDE WITH

A SCREAMING FARCE.

entitled "THE HANDY MAN,"

ROYAL ENGINEERS' VARIETY CLUB.

The Artistes include :- Messrs. G. Lammert,

C. Crispin, R. J. Bentley, A. M. Gale, W. J. Terrill, E. J. Yarwood, W. Pearce, C. McCann, H. Franklin (one of the First Actors to visit

Japan and China), J. H. Oxberry, Sergts.

Viggers, Ward, Mepham, Howell, Cpls. Simmers and Walsh, and others.

Mr. A. G. Ward, Accompanist.

THE BAND OF THE HONGKONG

REGIMENT will form the Orchestra.

Dress Circle and 4 Rows of Stalls, \$2; Pit, \$1. Sailors and Soldiers in Uniform half price

to the Pit only.

HE Programme is one of the fullest and

best that has ever been given in Hong-

REGULAR MEETING of the

VICTORIA PRIORY will be held

TUITION IN DANCING.

1. TO-MORROW, November 14th,

2. THURSDAY, November, 16th,

pending Judgments.

which we live?

Time and Terms may be arranged.

Hongkong, 21st October, 1899.

All Seats Free.

Lectures at 5.30 P.M.

ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.......THOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL

CRAIGIEBURN.

THE PEAR HOTEL is situated at Victoria Gar, adjoining the Tramway Terminus, 1,350 feet above sea Level. CRAIGIEBURN, is situated at PLUNKETT'S GAP, five minutes walk from the PEAK Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer

with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR, Manager. CITY OFFICE, 7. Duddell Street. Hongkong, 31st October, 1899.

BLATZ.

LIGHT, SPARKLING

WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:-

H. PRICE & Co.,

WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD.

 $JUST\ LANDED.$

GIESLER-& CO.'S CHAMPAGNE

One of the most popular Brands in ENGLAND and the

MACGREGOR CALDBECK, Hongkong, China, Japan, the Strait Settlements,

To commence at 9 o'clock sharp.

PLANS OPEN at ROBINSON & CO. Hongkong, 10th November, 1899. [1406a N/I R. J. F. HEYMANS,

VIOLINIST, DIPLOME OF THE ROYAL CONSERVATOIRE LIEGE AND BRUSSELS, Begs to Announce that he will give

A CONCERT in the ST. ANDREW'S HALL, (CITY HALL),

SATURDAY, the 18th November, 1899,

Solo-ViolinMr. J. F. HEYMANS. VocalistsMrs..VALLINGS and Others, AccompanistsMessis. GRIMBLE & WARDS

--- Einther Particulars Later-

BOX PLAN at ROBINSON PIANO CO.

SEATS\$2.00

Hongkong, 11th November, 1899. 11409a

INTEREST ALLOWED ON DEPOSITS. % per-Annum Fixed Deposits for 3 months.

E. W. RUTTER,

Acting Manager. Hongkong, 15th October, 1898.

NOW ON VIEW. W. POWELL & Co.,

THE VERY LATEST,

Ex. S.S. SHANGHAJ.

Immed. Opposite P.O., 1st floor.

Yokohama, 1st October, 1897.

To-day's Advertisenteuts.

GOVERNMENT NOTIFICATION. No. 608.

THE following Particulars of Sale of Crown . Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY. the 20th day of November, 1899, at 3 P.M. b are published for general information.

> By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 4th November, 1899.

Particulars of the letting by Public Auction Sale, to be held, on Monday, the 20th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	X X X X X X X X X X X X X X X X X X X	· ·
, Ţ			feet feet feet feet	
		_ H-6	67.0	
	Inland		153.6 154 193 57.800 398 11,56	60
1	Lot No.	Sen Gor	60.6 144	
, ,	·		100.0	<u>. </u>
		•		

GOVERNMENT NOTIFICATION. No. 600.

THE following Particulars of Sale of Crow. Land by Public Auction, to be held at the Offices of the Public Works Department, on

Ethe 20th day of November, 1899, at 3.15 P.M., are published for general information. By Command,

L.H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office,

Hongkong, 4th November, 1899

Particulars of the letting by Public Auction Sale, to be held on Monday, the '20th day of November, 1899, at 3:15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, near To Kwa Wan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years. -

PARTICULARS OF THE LOT.

Kowloon Bay

MAP OF THE NEW TERRITORY

LIMITED number of copies of the latest MAP of the NEW TERRITORY, on a scale of f inch-to a-mile, can be obtained at | B. - WATSON'S the Office of the Director of Public Works. PRICE: FIVE DOLLARS. By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 9th November, 1899. DOUGLAS STEAMSHIP COMPANY,

LIMITED.

· FOR SWATOW. THE Company's Steamship

"HAIMUN, Captain Hodgins, will be despatched for the above Port, TO-MORROW, the 14th instant, at to A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 10th November, 1899.

_[[411a DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI THE: Company's Steamship

"FORMOSA.' Captain Douglas, will be despatched for the above Ports, on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 13th November, 1899. FOR MANILA, VIA AMOY.

'Taking Cargo at through Rates for ILOILO THE Steamship

"SALVADORA! Captain Goitisodo, will be despatched as above on WEDNESDAY, the 15th instant, at Noon. For Freight or Passage, apply to BRANDAO & Co.,

Hongkong, 13th November, 1899.

THE OSAKA SHOSEN KAISHA, LIMITED. FOR SWATOW, AMOY AND TAMSUL

HE Company's Steamship "TAMSUI MARU," Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 19th instant,

at Daylight. For Freight or Passage, apply to MITSUI BÚSSAN KAISHA,

- - Agents. Hongkong, 13th November, 1899. [121]3

CHINA NAVIGATION COMPANY, LIMITED. FOR SHIMONOSEKI AND KOBE.

HE Company's Steamship SAME OF THE CHINGS UP Captain Williams, will be despatched as

above on THURSDAY, the 23rd instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 13th November, 1899.

To-day's Advertisements.

NIPPON YUSEN KAISHA:

NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON, COLOMBO AND SINGAPORE. THE Company's Steamship

"INABA MARU," having arrived from the above Ports, on the 9th instant, Consignees of Cargo are-hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 15th instant, will

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 15th instant, and SATURDAY, the 18th instant, both days at to A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the undersigned before the 18th instant, or they will not be recognised. No Fire Insurance will be effected.

NIPPON YUSEN KAISHA. Hongkong, 9th November, 1899.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND

SINGAPORE. THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees

will be delivered from alongside. Cargo impeding the discharge will be landed Cargo remaining on board after the 16th

instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Rowloon Wharfand Godown Co., Limited, at Wanchai. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,

Hongkong, 13th November, 1899. [1417a

Untimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SOUTON WHISKY.

A. -Thorne's Blend, White Capsule\$10.80 -Glenorchy

Mellow Blend, Blue Capsule, with Name and Trade Mark 10.80 C.—WATSON'S ABELOUR-

GLENLIVET, Red Capsule, with name and Trade Mark 12.00

D.---Watson's H.K.D., Blend OF THE FINEST SCOTCH

MALT WHISKIES, Violet Capsule 14.40

E.—Watson's Very Old Lie - --- - QUEUR SCOTCH-WHISKY, ---

Gold Capsule 15.00 THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most

brands in the market. ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not has to be based on the rent at which the now be replaced in stock at the price

flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited. TITE HONGKONG DISPENSARY.

HONGKONG, MONDAY, NOVEMBER 13, 1899.

NOTES AND COMMENTS.

The Hongkong Government Gazette is not at any time a very interesting publication. No one would dip into it for the mere fun of the thing, or in the hope of extracting anything amusing out of it, but if it is closely studied from week to week and the Government-performances; -- nati-chere-recorded; | sary to maintain the tenement in a catato-tocompared with the Government proposals command that rent." The lift must be and promises, there and elsewhere, the far more frequently the case that, the reader | condition.

will find, instead of amusement inaterial for very serious and sober reflection and abundant proof of the truth of old Oxenstiern's reproach as to the very small modicum of common sense with which the world is governed. If he had only had an opportunity of observing the methods adopted in the Government of an English Crown Colony, he would have most probably remarked on the absence of all common sense, but in his time there was no Colonial Office, fews Crown Colonies, and Cadets had not been invented.

There is nothing very special in the forty

one neatly printed pages of last Saturday's Gasette, yet there are one or two things deserving of notice and calling for criticism. There is a formal notice that the Public Works Department intends to creet latrines in Victoria on the several sites indicated in the notice, all on Crown land. This is very good as far as it goes, but not equal by any means to the public requirements. Six or eight new public latrines are urgently required at the very carliest possible date if the plague is to be stayed next year. Mr. DRURY's report on the absence of latrines, on the foul state of the storm-water drains in consequence, and of the horrible state of the Chinese houses, is clear and emphatic. He only confirms what Dr. Ayres and Dr. Lowson have repeated and repeated again and again. One of the primary causes of the appearance of plague amongst us year after year until it has become endemic, is the necessity under which the Chinese lie of turning every house and room into a latrine Royal Engineers was wounded. and urinal because of the absence of any proper public accommodation. The overof Cargo are hereby informed that their Goods | crowding that undoubtedly exists would not be half so dangerous as it is, but for this want of numerous public latrines, easily and conveniently situated throughout China-

> The Government give public notice of their intention to construct three latrines. That is something, but when are they to be constructed? Lord only knows: about the same date, probably as the new Post Office, or the Governor's great bridge to unite Hongkong and Kowloon! The amount asked for in the estimates for next year is \$5,000 only; not enough to finish one latrine. Why cannot the powers that be make up their minds that public latrines are a necessity and that the sooner they are constructed the better, if the Colony is to be relieved from the annual incubits of the plague. To read His Excellency's speech at the opening of the present session of Council one would think he was prepared to set aside everything else and give effective precedence to all anti-plague legislation and anti-plague work, but provision for part of one latrine in

> 1000, does not look very like it. If the Director of Public Works had peremptory order given to him to construct and open seven public latrines before the enc of 1900, and funds were placed at his disposal, he could do it, we believe. If the F W.D. is not able to do it; there are plenty of architects and contractors in the Colony who

There is a main of go and energy about the Government and the Government Departments that is lamentable. It is all reporting, and discussing, and letter-writing, but nothing, is ever done at the proper time and in the proper way.

The Gazette gives publicity to Ordinance 33 of 1899, amending the Rating Ordinance. The Government wisely adopts the interpretation put upon the word "machinery" in the first section of that ordinance by the Judge of the Summary Jurisdiction Court and declares, by the new ordinance, that it shall not include lifts and machinery used as adjuncts to any offices, dwellings, or hotels, but shall be limited to machinery used for purely industrial or manufacturing purposes, but the new ordinance goes on to say, "In making, however, any valuation of such lifts and machinery in the future the Assessor shall deduct the expenses of working such lifts and machinery from the rateable value thereof, if such expenses are paid

This is very badly worded and although it | hibiting the export of arms and ammunition possibly, to apply it to the actual facts in every day practise it is likely to give rise to disputes and to litigation.

by the landlord."

mand that rent.

The valuator under the Rating Ordinance is not to value lifts and machinery used as adjuncts to offices, 'dwellings, or hotels. He has to value the tenement as a whole, with its lifts and machinery, and valuation tenement reasonably lets or might be expected to let, the tenant paying all usual tenant's D is well known for its line rates and taxes and the landlord paying Crown rent and the cost of repairs, and insurances with any other expenses necessary to maintain the tenement in a state to com-

Thething to be valued, and the only thing, is the tenement at its letting value. Lifts and machinery added to the building for the more convenient use of the building are now to be looked on as part of the tenement the thing let. The question the valuator has to answer, is, what with the lift machinery it ought to let for. He has neither to value the building nor the machinery! He has to value the rental—what it is or ought to be-on the basis indicated in the Rating Ordinance 1888 as set out above : if the landlord bears the expense of working and maintaining the lift, he will get a higher rate for the building than if he threw those expenses on the tenant. If the tenant pays, the rent will be lower. The words we have cited from the amending ordinance are not merely inappropriate but they are needless, The provision in the Rating Ordinance provides for the case automatically. Cost of working the lift comes into the same category as repairs and is covered by the words in the old ordinance, "and other expenses necesworked and that working maintained during materials for a hearty laugh may from time the tenancy or the tenement will not comto time be extracted; but unfortunately it is mand the rent stipulated for upon the

REUTER'S TELEGRAMS.

The Bombardment of Ladysmith. London, November 10th.

The bombardment of Ladysmith continues but little damage is being done. Confirmation of Boer Treachery.

General White confirms the statement of a native eye witness that the Boers fired ou the British after raising a flag of truce during the battle to the Westward of Ladysmith on

The War.- Nows from Bulawaye. November 10th.

A small convoy with an escort, was attacked by the Boers near Bulawayo. Six men of the escort are missing and the convoy lost. A seige train of thirty howitzers and 1,136

nen have been ordered to embark at

Davenport. News from Capetown dated 9th inst. says that General Buller had received news from General White, by pigeon post, that the Boers were daily hombarding Ladysmith with heavy guns at a long range. Few casulaties had occurred and no serious harm had been done. The entrenchments are daily growing stronger and provisions are ample. General White also mentions that the Boers had fired on a flag of truce and Major Gale of the

General Buller has ordered that the Roslin Castle with Major-General Hildyard and the troops on board, shall proceed to Durban. This is regarded as indicative that the relief of General White is General Buller's first consideration.

H. M. Ss. Terrible and Thetis have arrived

France.

The trial against M. Deroulède and M Guerin has opened on the charge of ploting against the Republic.

The United States Elections.

A partial return of the State elections shows an upholding of President McKinley's

WEATHER REPORT.

The Observatory report says:-

On the 12th at 11.55 a.m. the barometer has risen on the E. coast of China, fallen on the S. | copper. coast and over Japan. The Northetn depression is moving Eastwards in the Sea of Japan, and the China Sea depression is probably moving towards the coast of Annam. Gradients moderate to rather steep, with increasing monsoon on the coast and in the N. part of the China Sea. FORECAST: -N.E. to N. winds, (utions for teaching living Oriental languages," freshening considerably; cloudy, some rain.

On the 13th at 11.55 a.m. the barometer has risen on the China coast and over Japan. The depression in the North has passed to the E. of Japan, the China Sea depression seems to be mear the Annam coast. There are also indications of the existence of an area of low pressure to the StE, of Formosa. Gradients rather steep, with very strong monsoon in the Formosa Channel and N. part of the China Sea. FORE-CAST :- Fresh or strong N.E. winds; dull, rainy.

LOCAL AND GENERAL.

WE would call the attention of our meaders to another column.

Kutschera has resumed his duties as Consul for Austro-Hungary.

THE appointment of Dr. James Herbert Swan to be a Supernumerary Surgeon-Lieutenant in the Hongkong Volunteer Corps is gazetted.

A PROCLAMATION appears in the Gazette pro-

is possible to work out the meaning and, from Hongkong for a further period of four THE returns of the number of visitors to the City Hall Museum for the week ended 12th

November, are: - Europeans 188, Chinese 1,696 THE total stamp revenue during October amounted to \$39,036.75 being an increase or the figures for the corresponding period of last

An interesting account of the great shower of meteors will be found in another column. A we go to press the weather looks anything but promising and we fear that Hongkong residents will have to wish for better luck thirty-three and a quarter years hence.

year of \$12,104.18.

A VERNACULAR paper states that earth work bow of the Professor. The pieces rendered on the Russian Manchurian railway has been were "Largo" by Handel, Gounod's "Priere pushed to the North of Fengtien, Moukden, and Thomes' "Simple Aven." and rails have been laid as far as the northhurrying on the completion of their line.

THERE has been an outbreak of rabies in Hankow. A mad dog ran amuck and bit several foreign dogs. In consequence the few dogs now visible there wander sorrowfully around in muzzles and wonder what is the matter. Owing to the prompt action of the Hankow Municipal Council, the danger is largely minimized.

R. Castle (Capt.)...

His Excellency the Covemon has given this assent in the name and om behalf of the Queen

Ordinance 37 of 1899.—An Ordinance to camend the Law relat ing to Solicitors. Ordinance 33 of 1899, -An Ordinance amend the Rating Ordinance, 1888.

WE take the following data from the Extract of Meteorological Observations for October, as published in the Gasette. The mean temperat ture for the month was 74.8°, the maximum being 86.4" on the 15th, and the minimum 65.9°, on the 24th. The mean barometric presure was 30.06 in. During the month 209.6 hours of sunshine were recorded the sun being totally obscured on one day only, the toth. The rainfall for the mouth was 0.875 inches, being 4.619 inches below the average.

THE Northern Whig says a good story is going the round of ecclesiastical circles about a well-known bishop. His lordship was at a garden party, and was being bored by the small talk of a lady who was famous for the extent of her family and her taste for conversing With hishops. " By the way, my dear bishop," she said, "I don't think you've seen my last baby yet." "No madam," replied the bishop, wishing to indicate that he did not care much about babies, "and I don't suppose I ever

TACT is a great feature even of the roughest American. In one of the States they had just rocky and may be valued at \$5,000. hanged the wrong man, and discovering their error, the judges thought it their duty to apologisc-to-the-widow. Their-deputies-at-once harried off and knocked at the door of the widow's house, and as she opened the spokesman at once broached the object of their journey. "Waal, Ma'am," he said with generosity, "I guess you've got the laugh of us this time.". And of course the widow appreciated

RUINS of the most ancient mines in history still exist. These are the copper mines of Sinai, which were worked from about 5000 to 1300 and 1300 B. C., and whose adits are still preserved with remains of furnaces, crucibles and buts and tools of the miners. The sceptre of Pepi I, of the Sixth Dynasty, now preserved in the British museum, was made of pure copper from these mines. Three ores--turquoise, copper, hydrosificate, and sandstone impregnated with copper-are found, and some of the tools contain arsenic, which the Greek and Egyptian alchemists used for hardening

HERE is a sentence says a home papers which has struck us in looking through a recent number of the Orientalistische Litterature-Zeitung of Berlin: "There exist in Germany, France, Italy, Holland, Austria and Russia educational insti-One asks: and in England? Apparently her place among the six Great Powers, is in this respect taken by little Holland. Yet England is the greatest of all Eastern Powers. What is being done in this country to supply this kind of institution, whether to administrators or to merchants, which will be so urgently needed in the East in the face of the ever growing European competition?

A KNOWLEDGE of Taal may soon become a fashionable accomplishment, and The Times illustrates the usefulness of its "Century Dictionary with a sentence taken from the history of South Africa, and an explanatory Professor Heyman's concert, as advertised in | commentary thereon. The incident which furnishes the exercise in Afrikander phraseology is told as follows: "The Boer comman It is notified in the Gazette that Mr. Max trekked across the weld from the Hinterland, to attack a native chief, and, after defeating his impi, broke through Dr. Livinstone's laager, and looted his half-built station." The adoption into our every-day talk of all the characteristi? cally African words used here shows how largely our insular speech is being enforced by the expanding vocabulary of Great Britain. Of course we all know that "Boer" is the German "Bauer," a farmer or cultivator, and the origin and meaning of all the other outlandish terms introduced here are equally obvious.

> On Sunday evening, after the Service at S John's Cathedral, Professor Heyman gave violin recital accompanied by Mr. Ward, the organist. A larger congregation than usual' assembled for the occasion, which was still further augmented to-wards the end of the service by those who were attracted solely by the music. Prince Henry of Prussia was amongst the congregation. There is little music sweeter and more beautiful than that of a good. violin whose strings are touched by a master hand, and last night there were few amongstthe congregation who did not feel the charm and power of music as Handel's "Largo thrilled through the still Church, from the sweet toned instrument beneath the skilful

ward of Liaoyang, which plainly shows the ANOTHER steam laundry is on the tapis, says but the defence of the Welch was too good. unusual vigour with which the Russians are the Shanghai Mercury. This is to be a German concern and the works will be situated near the Electric Light works. If cleanliness took equal, interest, but the game did not is next to godliness both undertakings oughtto pay, but judging by the miserable fiasco which attended the Hongkong company, we are afraid that the native competition will be hard to withstand. The Hongkong dhobies Corpl Dagnall, who is now in hospital with intheir regular rate was never more than \$2, "Al" this low rate the Hongkong company could not compete and had to abandon the field to THE Hongkong Rugby Football Club will play the native washerman with all his short-com- were able to win the game by sheer weight. the Royal Welsh Fusiliers on Tuesday, 14th lings in the matter of sanitation. But this was inst. at 4.30 p.m.. The following will represent. a decade of years ago and no doubt improvethe H.K. F. C.:-H. E. Green, back; Dr. Tuck, | ments looking to less expenditure of coal hadd P. Cox, M. Wilkinson, H. Hancock, three been introduced in the modern machinery, game being tesponsible for two out of the five quarters; W. Stevens, A. Williamson, halves; If such is the case and we have no reason to Bouls scored by the R. E. R. C. The other. H. Morrell, W.: Loring, A. McMurtrie, A. R. Joubt it, then the success of steam laundry 11. Morrell, W.: Loring, A. McMuntrie, A. R. Houbt it, then the success of steam hundry Macdonald and Robinson, whilst Yule Very Lizat, E. E. Deacon, H. Lewis, A. Benttie, and in Shanghai may be taken as a foregone nearly-scored the only goal for the Victorians. conclusion.

LEGISLATIVE COUNCIL.

At the meeting of the Legislative Council eld this afternoon the following questions by: the Hon. T. H. Whitchend were answered. (1) With reference to the report dated 9th May last of the Principal Civil Medical Officer which gives the number of first class private paying putients as 65 for 1896, 53 for 1897, and 3 Secretary lay on the table a statement shewing the average number of days the said patients occupied the Hospital in each of those years, the aggregate amount of money received in each of those years from first class private paying patients. and the estimated actual cost to Government of each of the said first class patients?

The Colonial Secretary said-In reply to this question 1 beg to lay upon the table. a statement giving the information desired, with the exception of that asked for in the last portion of the question. With regards to this, the P. C. M. O. reports that to obtain the information would entail endless labour, and the employment of a special clerk, owing to the fact that the diet, extras, medecines, etc. vary each day with each patient, and to the difficulty of determining in accurate propertions the cost of the modicul, nursing and clerical stuff respectively.

(2.) Will the Honourable the Director of Public Works lay on the table a statement showing the area and the estim ted value of the land at " Mountain Lodge " on which it is proposed to erect a summer residence for His Excellency the Governor?

The Director of Public Works said-The area it is proposed to retain round Mountain Lodge is about 14 acres, most if not all, of which was probably considered the policy of the former building. Fully 12 acres is within the Poklulom drainage area and therefore unsaleable. The remainder is steep and Further business being.

Committee on the Bill entitled an Ordinance to make further provision for the sanitation of Title colony and to repeal certain enactments of the closed houses and insanitary dwellings Ordinance, 1894.

Committee on the Bill entitled an Ordinance. to apply a sum not exceeding two million six hundred and eight-one thousand six hundred and fifty-one dollars to the public service of the

THE AL FRESCO FETE.

The Al Fresco Fete last evening, given in the groundsofthe Roman Catholic Cathedral turned out a perfect success in spite of the damp-conditions prevalent. By nine o clock the grounds: were crowded with visitors and the scene was very attractive. The various stalls were all briliantly lighted by the coloured rays from pretty Chinese lanterns, and the conditions still further enlivened by the well-chosen selections rendered by the band of the Hongkong. Regiment. Of course people did not linger as long as they would have done had the weather been finer, but the large attendance of last night is a speaking evidence of the popularity of these fetes, and if the night had only been finer it would probably have been found that the grounds were hardly large enough for the occasion. All visitors received a souvenir, in exchange for their ticket of admission, and many a hearty lough went up at the souvenir stall as a blushing; batchelor handed his best girl a baby's robe or drew some other nick; knack, useful for an infantile new arrival. The souvenirs, many of wh ch, however, were of real value, were distributed with the most refreshing impartiality—being drawn according to the number received for the ticket, so that old married stagers wandered amongst the laughing throng hugging a large sized doll, for a fair damsel would be presented with a pair of ruby socks, or a grizzled war dog exhibited to his grinning comrade a couple of dainty cambric handkerchiefs; on the whole the short time the rain permitted you to spend in the grounds was very enjoyable and most of the visitors who attended will not be sorry when the time comes for a repetition under more favourable auspices:

FOOTBALL.

The newly-formed Engineers' Institute team met A Co. Royal Welch Fusiliers on Saturday at Causeway Bay and played a game under Association rules. The Engineers were unfortunate in not being able to put their full team on the field, and were, in consequence, beaten by two goals to nothing. One point was scored against them in the first half, and one in the second. The game was not at all brilliantly played, and, although the soldiers did not play badly, their exhibition of the game did not come up to expectation. The Institute played a very "scraggy" game indeed, considering most of the players are very fair exponents.

H.M.S. "ENDYMION" v. H.M.S. "HERMIONE." This match was witnessed by a great number of sailors and at times it was hard to say who took the greater interest in the game, the players or the spectators, both sides, were loudly called upon by their respective backers to "go it "Dymons" responding so gallantly that they managed to win by four goals to one. The interest taken by the players may be fairly. judged when it is said that some of the sailors finding their boots and socks hampered them. in the game, kicked them off and went on playing in their bare feet. If our blue jackets have not got hard heads they have tough feet-25TH COY EAST DIV. R.A. v. "B" COY R. W.F.

This match caused considerable excitement amongst the soldiers, the Artillery cheering their side and the Royal Welch giving encouragement to their men. The sides were well matched both being rather heavier than the average football team. The game was rather a rough one, but as both sides were well able to sustain a little rough handling it was borne in good, part and at its expiration cheers were heartily exchanged by the late opponents. Dawson, who played in very good form, secured the only two goals scored in the game, for the line soldiers, for one of which he took the ball right down the field and scored by his own efforts, Williams, on the same side also did useful work at right back. Hare and Darby played the best for the Artillery, the former on the left wing and the inter in the centre forward. Darby very nearly scored for his side The Weich Fusiliers won by two goals to nil. R. E. RECREATION CLUB D. VAR. C.

In this match both service men and civilians, prove so exciting as the other matches, neither side being able to place their best men in the field. The V.R.C. were without the services of Tuohy and had to play a soldier as a substitute, while the R.E.R.C. were deprived of week Bugler Long R.E. took his place and rendered good service for his team. The R.E. moreover, were far too heavy for their opponents, and so though outclassed in play and hard work; much of which might have been saved if their proper positions on the field had been maintained.

Liguignant Browne R.E. played a very good goals being placed to the credit of Long. Result - RER C. 5 goals to one

WAR HENOH FRENCH

SOURCES.

General White's army is disorganized.

ADOPTION OF JAPANESE BY

FOREIGNERS.

AN IMPORTANT DECISION.

TOKO, Octorber 26th.

telegram on 6th instant.

long in surrendering.

the Orange Free States.

Boer's success.

prisoners,

The Echo de Chine published the following

ORIOKET:

HONGKONG CRICKET CLUB.

LADIES' RECEATION CLUB. The latter team was a little too good for the former on Saturday. The teams played twelve aside, the Cricket Club going to the wickets first. Considering the repute of the batsmen they made a very poor stand, except Ward, who nearly trobled any other score. "It was quite a streat to witness. Ward's hitting compared to that of any other willow-wielder. The ball went to the boundary often, and played a merry tune on the pavilion. Before he was caught: by Vallings off one of Hancock's deliveries he had contributed 30, which was more than one-third of the total. In the second innings he was even more brilliant, and topped his first innings' score by 9, and was then not out. Undoubtedly Ward is in good form this season, and up to the present must be well up if not at the top of the batting averages. Hancock was again successful as a trundler. Although he only bowied two, five other wickets fell to him through

HONGKONG CRICKET CLUB.

First Innings.

Surgeon Sheward, R.R., b Vallings
II. E. Green, c Tuck, b Hankcock
A. G. Ward (capt'), c Vallings, b Hancock
T. J. Wilde, b Hancock
MJr. Clark, R.A.M.C., c Hancock, b Langhorne
L.A. Ross, c Johnson, b Hancock R. J. Hall, R.N., flot out

catches, and his average was really good. It

reads:--12.2 overs, 43 runs, 7 wickets, being just a fraction over 6 per wicket. Langhorne

did well in securing three wickets for 17 runs,

HOWLING ANALYSIS. HONGKONG CRICKET CLUB. First Innings.

Overs. Maid. Runs. Wides. N.B. Wickets. Pokfulnin

The first four batsmen of the Recreation Club disposed of the Cricket Club's total. Dr. Tuck was in capital form and appeared to been settled down for a big score had he not be stumped: It was a smart bit of play on Sheward's part to get rid of him. Sheward was very smart behind the stumps, for he got Lieut. Mulliken out in the same way as he did Tuck, and he caught out two others, one of them (Hancock) usually being a big scorer. Seven

out of the team ran into double figures, who, averaged a fraction over 18 runs apiece, Tuck being the highest scorer with 37, Hill and Rotherham being the two lowest with it each. Ross secured the same number of wickets as Hancock, but his analysis does not read as well, for he gave five more runs and sent down three more overs; he, however, is credited with three maidens, whereas Hancock did not come off in that direction. Howard's two wickets cost him 34, and Wilde's two 23. LADIES RECREATION CLUB.

	Capt. Langhorne, l.b.w. Rosa
	Little, Mulikell, R.A., at Sheward, h Howard as
	Dr. Tuck, R.N., at Sheward, b Wildo
	Figure 7 to the state of the control of the state of the
	Lieut. Johnson, R.W.F., Lb.w. Ross
	H. G. K. Hallcock, c Sheward, b Rose
	Viscaunt Suirdale, c Clark, b Ross,
	Tions Hill D W P 5 MILE.
	Licut. Hill. R.W.F., b Wilde
	Lient. Higgon, R.W.F., b Ross
	Dr. Atkinson, c Ward, b Ross
•	Rev. G. R. Vallings (capt.) c Sheward, b Ross 1
	D S Correct b House
	R. S. Gerrard, h Howard
	Lleut. Rotherham, R.W.F., not out
	Extras
	Tatal
	Total
•	BOWLING ANALYSIS.
	First Innings.
	Overs, Maid. Runs Wides. N.B. Wickets.
	Koss 15.2 3 - 48 7
•	Howard 14 2 34 34 34 34 34 34
	Johnson 3 1. 11
	Clark
	U(f) 1 10

The Cricket Club went in a second time, but the start was disastrous indeed, Green, Hammond and Hall being disposed of for 2 runs. Wilde and Sherward stopped the "rot," and then Ward went in and made things lively. At the drawing of stumps he and Ross were not out. Hancock secured a wicket for 5 runs in '4 overs, two of which were maidens.

TONORONG CRICKET CEOR. L. G. Ward, not out...... Rev. Johnson Lleut. Izat. R.A. K. Mounsey did not bat Major Clark, R.A.M.C.

HONGKONG CRICKET CLUB.76

Second Innnigs.

Overs. Maid. Runs. Wides. N.B. Wickets. Multiken....... 6 Hancock 4 Langhorne ,.... 5 2 13 ON THE HAPPY VALLEY. One of the pleasantest ways of passing Saturday afternoon in Hongkong for a lover of sport, is by paying a visit to the Valley on a Saturday afternoon,

when our Military and Naval heroes, are allowed a half-holiday and so given an opportunity to match their provess against each other in friendly sport. The joke that whilst Russia and Germany were busy strengthening their late acquisitions, the British were more intent on the construction of a cricket pitch, has now gone the rounds of the British and Continental Press, causing a smile from the ignorant but teaching an important lesson to the more observant. Drill is essential to both branches of the service, but it is to sport we must look to raise our forces from the level of machines and to endow them with the true qualities of a soldier, dogged perseverance and buildog courage, and football with its rough and tumble, the weaker gallantly charging the stronger or bracing up their muscle and nerve to withstand such a charge, have the effect of training and strengthening muscle and nerve, which pulls our fellows out of many a tight hole, where a " weaker vessel" would succumb. Last Saturday lovers of either football or circket had their particular fancy catered for, no less than three football-matches and one game of cricket being played simultaneously, all having their ring of spectators. The cricket match was between the Royal Engineers and Mr. Fukeera's team, composed of old boys from Queen's College. The game proved a most interesting and exciting one, as the sides were well matched, and the Royal Engineers gaining the victory by only two runs. The following are the scores : ROYAU NGINEERS.

Jolly, b Remedies

Hamfather, b Remedies

Clarke c Samy, b Remedies

Jackman, b Remedies

Spillard c Kew; b Remedies Sivier c (?) b Pestopli.

West, b Remedios.

Scribbins, not out.

George c Kaw, b Remedios.

Thornhill o Kew, b Pestonil. Ceasar c Madar, b Remedios in minimum p MR, FUKEERA'S TEAM,

We give him praise for all. H. Hateen, b Jolly

P. Kew, e Jackman, b Jolly

R. Pestonji not cut

II. Madar, a Goorge, b Glerke

Li. Remedios and Clarke, b Spillard

Pestonji | b. w. b Clarke

R. Soonderam a George, b Charke

B. Sopher b Clarke

B. Sepher b Clarke

M. Ratack, a West, b Clarke

Ay R. Satay, a George, b Sivier

Extras Wave high o'er our beloved land, Wave Transvaal's colours four! And woe betide the impious hand Would haul thee down once more. Wave thou aloft in our bright sky Flag of the Transvaal free !-Our enemies before thee fly, And happier days shall be.

THE HONGKONG RIFLE ASSOCIATION.

INTERPORT PRACTICE.

There was again some excellent shooting on Saturday afternoon, the averages for the first ton being 96, including 103 by Ar. Sergt. Blair | have lost at least 3,500 including wounded and and for by Mr. Marshall. Four "possibles" were made at the 500 yards range, one at the 200 yards and one at the 600 yards.

The Interport Match will in all probability be fired on Wednesday next and it looks healthy for Hongkong."

200.	500.	600.	H'cap.	Tota
Ar. Sergt. Blair#33	35	35		103
Mr. Marshall*34	35	32	`	101
Inspt. Mr. Lennan*.33	35	31		99
Mr. A. Watson* 32	35	31	` \	98
Corpt. Hills, R.E.*35	32	29		96
C.S. M. Wallace, R.E. 34	33.	27		94
Capt. Carlyle, A.O.D.31	33	29		93
Sergt. Bowery, R.E32	32	28.		93
Mr. A. H. Skelton 32	33	27		92
Sapper Clarke, R.E.34	32	26		` 92
Mr. A. Mackenzie32	32	30		94
Mr. Stackwood 31	28	30		89
Corp. Jones, R.E29	30	27.	3	89
Sergt. Smith, R.E29	29	22	6	86
Mr. Toller30	28	26		84
* Winners	of Su	oons		

7,172,000 + 8,620,000 gallons

R. D. Ormsby,

Water Authority.

November 11th.

The Government analyst reports that the

AMOY NOTES.

(From an Occasional Correspondent.)

A DARING BURGLARY.

A most daring robbery or burglary was com-

mitted a fortnight ago by six men who entered

the shop of one Khiaw Boh, in Buh-khia ko

Street and carried off with them four chests of

opium and a large sum of money, the booty

dred dollars. There was a theatrical perform-

being valued at about four thousand five hun-

ance proceeding in the same street and the

burglars waited until this was over before

breaking open the shop door. They found two

fokis asleep in the shop, and, having bound

and gagged them with their own coverlet

placed a heavy desk upon them to keep them

quiet. A third employee of the house, seeing

the thieves, attacked them with a pole but was

cut about the face, the thieves then making off

with the opium and money. The men are

supposed to be discharged Honanese soldiers

who are without employment. A reward has

been offered by the burgled shop for the identi-

fication and arrest of the thieves. The wounded

--Yesterday morning a lady, while taking a

stroll in the direction of Dr. McDougal's resi-

dence, was shocked to come across the body

of a Chinaman with several wounds on the face,

How the body came there, or who the mur-

derers are is not known. This is the second

murder discovered in that vicinity within two

THE TRANSVAAL NATIONAL

A correspondent has sent the following to the

ANTHEM.

Four-coloured waves o'er our dear land

Full many a storm didst thou withstand

The Transvaal flag on high,

To hauf it down should try!

- Flag of the Transvaal free;

And happier days shall be.

We'll ne'er abandon thee,

By Kaffirs, Lions, Britons, torn

Still waving o'er their heads,

And higher yet that flag is borne-

Their spite would tear in shreds.

Beneath the yoke did groan;

Depart! Leave us alone."

To arms we rose at last-

His chains away we cast.

Waves fair in spotless blue.

It cost us heroes' blood to gain,

More sore was England's fail.

Of England overthrew.

"Briton, we ask nor good nor ill-

The Briton then oppressed us more,

His insults long enough we bore,

And with God's help, we then the might

And free once more our banner bright

The good Lord did our cause sus ain,

Translated in 1890 by J. Edward Clennell.

For four long years we prayed, but still

Our enemies before thee fly

And wee betide the impious hand

Wave now aloft in our bright sky

But slaunch and true were we.

And now the storm has left our land

N. C. D. News:-

foki succumbed to his injuries yesterday.

Tytam....

Estunate

Consump

tion only ...

population

Consumption `

head

water is of excellent quality.

Estimated

Mr. Toller30 28 26 — 84 * Winners of Spoons.	provides that the status of those who are adopted becomes defined or takes effect accord- ing to the laws of those who adopt them, as in
WATER RETURN.	This point recently caused some embarrass-
Level and storage of water in Reservoirs on the 1st November. 1898. 1899. Tytam	ment to the Yokohama City Office, which applied to the Minister of Justice for a formal opinion as to whether or no those Japanese who are adopted by foreigners still remain Japanese subjects, as there are instances in which they are not immediately admitted or attached to the nationalities of the adopting parties pending judicial actions according to the laws of their respective countries. On the other hand, Act. 20 of the National Registration—Law-expréssly—says—that—persons—lose—their nationality—simultaneously—with—becoming foreign—subjects. If this law is enforced, it is obvious that the moment a Japanese is adopted by a foreigner or foreigners he loses his nationality, irrespective of whether such adoption is recognised or not by the law of the country to which the foreigner or foreigners belong. Further, the Yokohama City Office asks whether or no it is necessary, in case of those Japanese who are under 15 years of age, for those who are responsible for their adoption to report the fact to the proper authorities on their behalf. The Minister of Justice, after mature—consideration, gave his decision to the effect that Art. 20 of the National Registration Law does not apply to those who are
per day Consumption of Water in Kowloon Peninsular laring the month of October. 1898. 1899.	adopted by foreigners, but only to those who abandon their nationality voluntarily. Under the circumstances, Japanese adopted by foreign-crs still remain subjects of Japan. — Kobe Chron.
Consumption)	Cor.

MERCANTILE AGENCIES IN JAPAN.

Our attention says the Kobe Chronicle, has been called to one or two of the reports made by Japanese Mercantile agencies, which take stance, in England. On the 14th, the moon up the same sort of work as is done by Stubbs's in London, regarding the standing of foreign firms. In one case a firm of undoubted standing was reported on most unfavourably, while | fine shower until after the moon is set-that is, in another case a firm which had no standing at all had a very satisfactory report made concerning it. These cases do not stand alone, and would seem to suggest that these Mercantile but, as there were very numerous showers in Agencies have not access to the trustworthy information that is necessary before making probable, that the showers this year will be up such reports as they issue to subscribers. It is said that in the case of Japanese such Agencies first make inquiry of the mitself about whom information is required, and it is alleged that when such inquiries are made, some firms take measures to ensure that favourable report shall be made. However that may be, it would appear, if the information reaching us is correct, that application is first the parties who sell to or buy from the merchant in question; and if this be the method of procedure, it is not surprising that such reports should frequently prove unsatisfactory. Reports made by these Mercanttile Agencies regarding the real estate held by the persons about whom inquiries are made, or the amount of Income-tax paid by them, are usually accurate enough; it is as to the business standing where the reports so frequently fail and are untrustworthy. The matter is a serious one, and deserves some attention from Chambers of Commerce, both Japanese and foreign.

A CHARGE AGAINST. THE STAGS AT NARA.

body and limbs and part of the queue missing. As is well known, a considerable number of sacred stags are kept in the premises of the | within forty miles. Kasuga Shrine at Nara. On the 27th inst., says the Osaka Asahi, about 80 of the inhabitants of Byakuonjimurs, in the suburbs of the city of Nara, assembled in the office of the that they could no longer put up with the havoc caused by the stags on their farms, which the priest should himself visit the scene and all see the damage done to the crops. The farmers also hinted at compensation for the damage done. No notice was taken of the complaint, however, on the ground that it was entirely unprecedented. This greatly excited Nie danger of a riot. An inspector in the Nara police appeared on the scene, however, and dispersed the mob. Developments re awaited with interest.

THROUGH LACK OF OPERIOR

A Chinaman named Li Ben, aged 47, a native of Kwantung, apassenger by the Idsumimaru, which arrived at Kobe from Yokohama on the 30th ult., suddenly fell down on board and expired. His body was afterwards examined by the ship's doctor and the doctor in the Quarantine Office, who declared that death was due to exhaustion on account of the want of opium, which the deceased was in habit of smoking. The body was handed over to the brother of the deceased, who is to send it to Hongkong on the 3rd inst.-Kobe Chronicle.

SULPHUR BEDS IN THE KURILES.

A Japanese contemporary says that foreign capitalists are beginning to direct their attention to the sulphur mines in Japan. One American capitalist, it is said, has a scheme on foot to purchase the sulphur beds in the Kuriles and form a large company for working the beds as soon as the Mining Laws of Japan - Capitain S. W. More, of the steamship Sunghave been so amended that foreigners will be kinng, from Manila, reports :- Moderate N.E. allowed mining rights. The Japanese capitalists are also said to have awakened to the possibilities of the industry, as is usually the case when foreigners show signs of movement, and many of them have invested their money in the enterprise. Sulphur in now being worked on a large scale at the Moyoro sulphur beds on Iturup Island in the Kuriles.

COUNT MUTSU AND THE PUBLISHER.

AN INTERESTING CASE.

The Boers have occupied Colenso after Recently a Tokyo publisher issued a work entitled Ken Ken Soku, being a record of beating General White. The British must Japanese diplomacy written by the late Count Mutsu. In the course of the work many refer-Ladysmith, already invested, will not be ences are made to Viscount Aoki, the present Minister for Foreign Affairs, who, on the matter being brought to his notice, caused the Home Department to prohibit the sale of the The Afrikanders are rejoicing over the publication, and prosecuted the publisher on a charge of violation of the Printing Law, which General Redver's Buller has despatched a prohibits any official document or paper being division to Kimberley to protect that town. made public without special permission from His forces, concentrating at De Aar, a station of the Cape to Buluwayo railway, will invade: the authorities concerned. The publisher junks, many of which were carried far inland says the Jiji, was ordered to pay a fine of Y100 by the Tokyo Chiho Saibansho, but he appealed to the Tokyo Appeal Court, where the case was defended by five lawyers. The Higher Court quashed the decision of the Lower Court and acquitted the defendant, on the ground that there was no evidence to prove that the documents published in the work were, official. Of course this decision does not affect According to Art. 86t of the Civil Code the prohibition issued by the Home Depart-Japanese who are adopted by other families ment, and the publisher now proposes to bring | over. become, as a matter of fact, the members of the out the book abroad, and it is accordingly being adopting families, and Art. 19 of the same Code translated into a foreign language.

THE MONTH'S SHOWER OF

STARS. The Times of Ceylon, through the kindness of Mr. H. O. Barnard, the Superintendent of Trigonometrical Surveys, gives its freaders some details regarding the great shower of shooting stars due in November. interesting point about the coming "stream of meteors," we are told, is that, previous to the kong. year 126 of this era, the "stream" was travelling in a parabolic orbit around the sun, and, about that time came under the influence of Umnus, which diverted the course of the "stream" and transformed it into an ellipse of a period of about thirty-three years-or thirtythree and a quarter years, to be more correct. This fact was made know by Leverrier, the great astronomer, about the middle of the present century. We now touch only one point of that orbit. The display occurs every year and reaches a minimum at every thirty-third year, after which it gradually gets less and less. In 1886 a small comet was found travelling in the same orbit, and coming just at the time when the display had reached the maximum, so that some connection between it and the "stream" was presumed. The maximum does not exactly happen upon one day, the earth taking some little time before it can get through the "stream." On the present occasion the "stream" at first will be shallow, commencing on the 12th of November, getting gradually thicker until the naximum is reached

EARLY ON THE MORNING OF THE 14TH, and then tailing off. These meteors are what is generally known as retrograde meteors, and travel very swiftly. The radient point—the point towards which the meteors appear to travel--will be at one o'clock in the morning. In Ceylon it will not be so intense as, for inwill set at 3.30 in the morning. It will then be eleven days old and be exceedingly bright, so that there will be no chance of seeing a very between 3.30 a.m. and sunrise at 5.50 a.m. is impossible to predict exactly whether the shower will be an important one or otherwise, 1833 and in 1866, it is presumable, and very

VERY INTERESTING TO WATCH. In 1866 more than a thousand meteors of all hues, brightness, and sizes were counted in five minutes. These shooting stars are exceedingly small in volume and it is thought cannot possibly do any damage, the majority of them being burnt up long before they could reach the surface of the earth. One or two may fall here and there, specimens of which are plentiful made to the party most interested, and then to all the world over, but no danger is to be apprehended.

IS THE BOER ARTILLERY OF MUCH ACCOUNT?

A correspondent of the Pall Mall Gazette had some conversation with a military authority on the question of the Telegraph's sensational announcement of a Boer invasion of Natal, and also of the reported Boer ultimatum.

Taking the second question first, the military authority remarked on the audacious character of the Boers' demands (if they were as reported) for the withdrawal of British troops, seeing that the Boers had been massing men along the border for weeks past, and that they had actually marched within two miles of the frontier, while our troops on the other side had not come

Of course, the invasion would constitute a declaration of war. It now remained to be seen what the real character of the Boers' militarism was. Certainly, if they commenced to move priest in charge of the shrine, complaining about with trains of ordnance, they would cease to possess that mobility of which we had heard so much. Then again, it was very doubtful if had greatly "increased of late, and asking, that | their artillery would prove very effective after

"Are the Boers likely to obtain assistance

from the Cape?" "I don't think so," was the reply; "not to any appreciable extent. The Cape Boers are not likely to run the risk of having their farms indignation of the villagers, and their seemed confiscated, let alone the danger of being intercepted, in order to join their compatriots hundreds of miles away."

· "What about the charge of unpreparedness brought against the authorities?"

... Well, you must remember that this country wished to give the Boers sufficient rope with which to hang themselves. We were very careful not to undertake such preparations as should constitute a menace before the time actually arrived for a show of force. I know very well that our motives were not understood on the Continent.

very much of the time just before the Indian Mutiny. Kruger has been surprised into this. He did not wish to strike so soon. He wished to seize the moment when England should be embreiled on the Continent. But we have a free hand now to look after him."

SHIPPING REPORTS.

Captain Curnon, of the steamship Idzumi Maru, from Moji, reports :- Light weather and fine throughout.

Captain P. S. Primrose, of the steamship Talchlow, from Bangkok, reports:--Fine weather with N.W. and N.E. winds, moderate all the

monsoon, dull weather with smooth to mode rate sea. Fresh N.E. winds and loggy towards Hongkong.

Captain A. S. Calder, of the steamship Phra Nang, from Bangkok, via Swatow, reports:-Fine weather throughout with moderate N.E. moniodn: Off Cape Padaran a big swell was

encountered from E.S.E. working round to N.W. through N. where it was last.

Captain A. E. Hodgins, of the steamship TATWAN, British steamer, 1,109, C. Cardere Haimun, from Coast Ports, reports :- From Tamsui, light variable winds and thick fog. throughout: From Amoy first part variable. winds, thick hazy weather, latter part moderate N.N.E. winds, cloudy and overcast. Vessels at Amoy:-Kweiyang, C. H. Kiang, Whampoa, Tamsuismuru, Mausang, Haiching, Elizabeth, and a Japanese cruiser.

Captain Jenssen, of the steamship Hating, which arrived yesterday from Haiphong, reports :-- A very severe typhoon passed over Haiphong, on the 9th inst, doing considerable damage to river steamers, lighters and by the flood. Some parts of the town were inundated.

The wind commenced blowing from the N.E. with heavy rain, this continuing up to noon, when the wind veered to the E. and blew with terrific force up the Haiphong reach. At 3 p.m. a. sudden full occured. The wind recommenced shortly afterwards, blowing from the N.W., but not so heavily as before. At 6 p.m. the weather was abating and by midnight the storm was

The Hating left Haiphong at 6 a.m. on the 10th. She passed quite a lot of wreckage between Hondau Island and Norway Island. About six miles S.W. of Norway Island she picked up two shipwrecked Pakhui fishermen, who had been about twenty-four hours on a raft and were the only two survivers out of a crew of ten. The master of the junk succumbed on the morning of the rescue. According to the statement of the two men rescued quite a number of fishing junks had been lost with all on board.

The Hating had fine weather up to Hong-

CALENDAR.

NOVEMBER.

Meteorological means based on fifteen years' observations to 1808. Barometer30.103 Humidity.....65 TO-DAY. WEATHER REPORT.

On date at On dite at Barometer......29.95 Temperature 66 Humidity 93

Monday, 13th November, 1899. Chinese-11th of 10th moon of 25th year of Kwany-sil. Sun-Rises 6hr. 12min. Moon-In Equator ohr, a.m. High water-Morning 4hr. 56min. Afternoon Ohr. 4min.

ANNIVERSARIES. 1839-Capture of Khelat by General Willshire. 1847—Earthquake at Shanghai. 1881 - Mr. G. French, Chief Justice of H.B.M.'s Supreme Court for China and Japan. died at Hiogo. The British barque-Lydia left Newchwang, but was never

Afternoonnone

heard of subsequently; body of captain's wife washed ashore in the Culf of Pechili; vessel supposed to have gone down with all hands. 1896-Arrest of Mrs. Carew, at Yokohama, for

the murder of her husband. 1898—Li Hung-chang ordered to inspect the Yellow River.

TO-MORROW. Tuesday, 14th November, 1899. Chinese-12th of 10th moon of 25th year of Kwang-sii. Sun-Rises 6hr. 13min. Sets 5hr. Iomin. High water—Morning 6hr. 15min. Afternoon 6hr. 35min. Low water-Morning ohr. 10min. Afternoon ohr. 11min.

1830-Loss of Messrs. D. Lapraik & Co.'s steamer Douglas in the Haitan Straits. 1860-Convention signed between Russia and 1881-The British North Borneo Co. incor-

ANNIVERSARIES.

porated by Royal Charter.

SHIPPING AND MAIL NEWS.

MAILS DUE. German (Konig Albert) to-morrow. Australian (Chingtu) 19th inst. American (Gaelie) 22nd inst. American (Hongkong Maru) 29th inst. Canadian (Empress of Japan) and prox.

The steamer Catania from New York left Singapore for this port on the 12th instant and is due here on or about the 17th instant.

The Canadian Pacific Railway Co.'s R.M.S. Empress of Japan left Vancouver on Saturday the 11th instant for Hongkong, via the usual

HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba...... at Kowloon Dock. Isla de Luxon ,, H.I.G.M.S. Deutschland, H.M.S. Linnet...... Hohenzollern Adolph Obrig Formosa Sullberg.....

D. Juan d'Austria ... "Cosmopolitan

PASSED THE CANAL. Outward - 17th October - Arab. Avalag

Queen Cristina. 20th October - Patroclus. Socotra, Telena. 24th October - Ambria Asama, Calania, Khalif, Singapore. :27th October - Benalder, Glenartney, Oceanien, Kamakura Maru, Kirklee, Norman Isles. 31st October-Sarnia, Afridi, Ulysses, Burnia. 3rd November-Ernest Simons, Strathgyle. 7th November - Glenlock, Prinz Heinrich

Macduff, Clio, Kostroma, Elcanor. Homeward - 7th November - Sarpedon, Sado Maru.

CENTURION, H.M.S. battleship, 10,500, John R: Jellice; 11th Nov; Amoy 10th Nov. ALCRITY, H.M.S. despatch-vessel, 1,725, A. II. Smith-Dorrien, 11th Nov. - Shanghai 7th November.

PHRA NANG, British steamer, 1,021, A. S. Calder, 12th Nov.;—Bangkok 3rd Nov. Swatow 11th, Rice.-Yuen Fat Hong.

TAICHIOW, British steamer, 862, P.S. Primrose. 12th Nov., Bangkok 6th Nov., Rico. Yuen Fat Hong.

12th Nov. - Canton 11th Nov., General. Butterfield & Swire HONGKONG, French steamer, 753, Bastian,

12th Nov. - Haiphong and Holhow 11th Nov., General.-A. R. Marty. WUHU, British steamer, 1,250, W. Benson, 12th Nov. - Canton 12th Nov. General:

Butterfield & Swire. HATING, French str., 705, M. Jenssen, 12th Nov.,—Haiphong and Holhow 11th Nov., Rice and General.-A. R. Marty. SUNGKIANO, British steamer, 1,021, SAWA Moore, 12th Nov.,-Manila oth Nov.

General.-Butterfield & Swire.

HAIMUN, British steamer, 636, A. E. Hodgins, 12th Nov.,-Tamsui 10th Nov., and Amoy 11th, General.-Douglas, Lapraik & Co. SALVADORA, American steamer, 688, Goitisodo, 12th Nov., - Manila 9th Nov., General. -Brandao & Co.

SIBIRIA, German steamer, 3,320, F. Brann, 12th Nov., -Kuchinotzu 8th Nov., Coal. Carlowitz & Co. SHANTUNG, British steamer, 1,835, Saies, 13th Nov.,--Hongay 10th Nov., Coal.-Butter-

field & Swire. IDZUMI MARU, Japanese steamer, 2,092, M. J. Curnow, 13th Nov.,—Moji 7th Nov., Gene-ral.—Nippon Yusen Kaisha

CATHERINE APCAR, I ritish steamer, 1,730, J. G. Olifent, 13th Nov.,-Calcutta 28th Oct., Penang and Singapore 6th Nov., General. -David Sassoon, Sons & Co. SZECHUEN, British steamer, 1,158, A. H. Hall, 13th Nov.,-Wuhu and Chinking 8th

Nov., Rice.—Butterfield & Swire. Clearances at the Harbour Office. Tritos, German str., for Saigon. Wuchow, British str., for Wuchow, Taiwan, British str., for Shanghai Thales, British str., for Swatow. Haimun, British str., for Swatow.

Kwai Lum, British steam-launch, for Macao.

Kongnam, British str., for Canton.

Nov. 12, Hue, French str., for Haiphong. Nov. 12, Hong Leong, British str., for Amoy. Nov. 12, Maidzuru Maru, Jap. str., for Swatow, Nov. 12, Taisang, British str., for Canton. Nov. 12, Königsberg, German str., for Japan. Nov. 12, Petrarch, German str., for Saigon.

Townsend. Nov. 13, Esmeralda, British str., for Manila. Nov. 13, Taiwan, British str., for Shanghai.

Nov. 12, May Flint, American ship, for Port

Passengers-Arrived.

Per Taichiow, from Bangkok-8 Chinese. Per Phra Nang, from Bangkok, &c .- 100 Per Idaumi Maru, from Moji-63 Chinese. Per Haimun, from Coast Ports-18 Chinese.

Per Hating, from Haiphong, &c .- Mr. and Mrs. Weatherston and Zavies, and 115 Chinese. Per Catherine Apear, from Calcutta; &c.--Miss Geary, Mrs. Speler, 470 Chinese, and 6

STEAMERS EXPECTED.

Names.	From.	Due.
Konig Alberg Nankin Vindobona Tantalus Patroclus Catania Chingtu Hiroshima Maru Socotra Gaelic Bisagno Lady Joicey Hongkong Maru Empress of Japan.	Singapore Singapore Singapore Singapore Singapore Port Darwin Bombay Bombay San Francisco Bombay Japan San Francisco	To morrow Nov. 17th Nov. 19th Nov. 20th Nov. 20th Nov. 22nd Nov. 23rd Nov. 28th Nov. 29th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sallings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

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PROJI	ECTED SAILINGS	
Ship.	Destination.	Date.
Algoa	Portland, &c. New York San Francisco, &c.	Nov. 21st
America Maru Bamberg Bayern	Havre, &c. San Francisco, &c. Havre, &c. Straits, &c.	Nov. 14th Nov. 28th Mar. 7th
Bengal	Amoy Europe, &c Marscilles, &c Sydney, &c San Diego, &c	Nov. 25th Nov. 17th Nov. 16th
China	San Francisco, &c. Kobe Victoria, B.C. Victoria, B.C.	Dec. 16th Nov. 23rd Dec. 30th Nov. 18th
Coromandel Doric Emp. China	San Francisco, &c. Shanghai San Francisco, &c. Vancouver, &c	Nov. 25th Dec. 23rd Jan. 17th
Emp. India Emp. Japan Formosa Gaelic Glenshiel	Swatow, &c San Francisco, &c. London	Nov. 22nd Dec. 20th Nov. 15th Nov. 30th Nov. 20th
Guthrie	Sydney, &c	Nov. 18th

Haimun......SwatowNov. 14th Hector London Nov. 14th Hongkong Maru San Francisco, &c. Dec. 9th Idzumi Maru Victoria, B.C. Nov. 20th Karlsruhe Straits, &c. [an. 24th Kasuga Maru ... Thursday Is., &c... Nov. 24th König Albert ... Straits, &c. Dec. 13th Königsberg Havre, &c. Dec. 10th Kosai Maru Vladivostock, &c... Nov. 23rd Lady Joicey San Diego, &c. ... Nov. 30th MachaonLondon......Nov. 28th Monmouthshire. Portland, &c. Dec. 23rd Meyune New York Nov. 20th Nankin Shanghai Nov. 16th Nippon Maru, ... San Francisco, &c. Jan. 3rd Oldenburg Straits, &c. Feb. 21st Preussen Straits, &c. Jan. 10th
Prinz Heinrich Straits, &c. Dec. 27th
Queen Adelaide Victoria, B.C. Nov. 25th Reuce New York, &c..... Qk. desp. Sachsen Straits, &c. Feb. 7th

Saint Irene Victoria, B.C. Dec. 9th 1 Shanghai London Nov. 16th Sibiria Havre, &c. Nov. 18th. St. Jerome...... New York Nov. 16th St. Mark New York, &c..... Qk. desp., Strathgyle San Diego, &c. J. Dec. 15th

Stuttgart Straits, &c. Mar. 21st Suevia Havre, &c. Nov. 19th Tamsui Maru ... Swatow, &c....... Nov. 19th

Thales Swatow, &c...... Nov. 14th Vindobona Shanghai, &c. Nov. 15th

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EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899. EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 20th Dec., 1899. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R.... WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND THE magningent I win-screw meaniships of this Line pass infough the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made the Pacific To THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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City of London | 3,229 | R. W. Boarff | Nov. 18. (Through Bills of Lading issued for BATAVIA, Queen Adelaide | 2,832 | F. McNair.. | Nov. 25. Saint Irene | 3,877 | W. Attree ... | Dec. 9. 'City of Dublin | 3,328 | J. R. Rae ... | Dec. 30.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-

TION COMPANY. Monmorthshire . 2,874 | W.A. Evans | Dec. 23. Abergeldie | 3,777 | J. Murray ... | Jan. 27.

HONGKONG TO LONDON L47: Excellent accommodation. First-class Ta-

bles. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK LAL

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first glass ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application, Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United

States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer wo the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of he Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED. General Agents. Hongkong, 3rd November, 1899.-

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA

from our Godown's upon countersignature of FE RAILROAD CO. Goods remaining unclaimed after the 16th PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, SOUTH AMERICA, &c.

Lady Joicey | 3,194 | about \ Nov. 30 Uarlisle City | 3,002 | about | Dec. 31 THE Steamship

"LADY JOICEY," HONOLULU, on or about THURSDAY, the 30th instant.

in the United States.

the day previous to sailing. Parcel packages to Europe. Optional Goods will be landed here unless instructions are given to the contrary before | will be received at the OFFICE until the same time. All parcels should be marked to address | address in full; and same will be received at Goods not cleared by the 16th instant, at 4 Consular Invoices, to accompany cargo des, previous to sailing.

tined to Points beyond San Diego, should be Collector of Customs, San Diego. For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan.

[5 1 Trangkang, 4th November, 1899.

D. E. BROWN, General Agent,

Pedder's Street. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMAPNY.

F -ASTEAM FOR' STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

" BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 25th instant, at Noon, taking Passengers and

Cargo for the above Ports. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; THE attention of Passengers is directed to other Carge for London, &c., will be conveyed the very cheap rates offered by the Line, vid Bombay with Transhipment.

> P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

Parcels will be received at this Office until 4

For further Particulars apply to H. A. RITCHIE.

Superintendent. Hongkong, 11th November, 1899. OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS, TLANTIC AND OTHER CONNECTING STEAMERS.

TTA INLAND SEA OF JAPAN AND HONOLULŬ. PROPOSED SAILINGS FROM HONGKONG.

Gaelie (via Shanghai, Nagasaki, Kobe, In- [Thursday, 30th Nov., land Sea, Yokohama at Noon. and Honolulu). 14 Doric (via Shanghai,) Nagasaki, Kobe, In-(Saturday, 23rd Dec.

land Sea, Yokohama at Noon, and Honolulu). Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 20th Jan.,

land Sea, Yokohama (1900, at Noon. and Honolulu)."

17HE Company's Steamship

" GAELIC." ; will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 30th instant, at Noon.

Steamers of this line pass through the IN-HONOLULU and SAN FRANCISCO, The LAND SEA OF JAPAN, and call at Honolulu, . United States, Mexico, Central and and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic Strathgyle...... | 5,023 | about | Dec. 15" lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application. Special rates (First-class only) are granted

to Missionaries, members of the Naval, Military, will be despatched for SAN DIEGO VIA Diplomatic and Civil Services, to European NAGASAKI, KOBE, YOKOHAMA and Officials in the service of China and Japan, and to Government officials and their families. Passengers who have paid full fare, re-em-

barking at San Francisco for China or Japan Through Bills of Lading issued to any point (or vice versa) within one year, will be allowed Ha discount of to percent. This allowance does Cargo will be received on board until 5 P.M. not apply to through fares for China and Japan All PARCEL PACKAGES should be marked to

in full. Value of same is required. The Company's Office until Five P.M. the day Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's

> San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

Offices, addressed to the Collector of Customs,

. S. VAN BUREN, Agent. Hongkong, 4th November, 1809.

YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



STEA	MERS.	DESTINATIONS.		SAILING DA	Tes.
Bingo Mar G. E. T	Cook MARS	SEILLES, LONDON RP via Singapore, ombo and Port Sai	•••	FRIDAY, 17th Noon.	Nov., at
*idzumi M.	ARU (VICT)		EATTLE, ?	MONDAY, 20th 4 P.M.	Nov., at
	$\Delta_{M0} = 0.000$	DIVOSTOCK, VIA OY, SHANGHAI, WE EFOO, CHEMULPO & 1	i-Hai-wei, }	Noon ,	lı Nov., at
	ARUTO	ILA, THURSDAY WNSVILLE, BR DNEY and MELBO	RISBANE, {	FRIDAY, 24th 4 P.M.	Nov., at

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.

Hougkong, 10th November, 1899.

NORDDEUTSCHER LLOYD.

(Freight Service.)



HAMBURG-AMERIKA

(East Asiatic Services) 🔾

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

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STEAMERS.		DESTINATI	ONS	,	SAILING DATES	
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Cheletianenn U	εί ανυάνι	ith tranship:	ment in .	MAMBURG) (December,)	, trasare.
AMBRIA	HA'	VRE and H	AMBU	KG. Hamburg	December.	Freight.
- Burmeister	(LONDON M	ten erraismb	man m	eriting in		

* These Steamers have Superior Accommodation for Passengers and carry 'a Doctor and

For further particulars as to Freight, Passage, &c., apply to a

Agents.

TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG! AMERICA MARU (via) Shanghai, Nagasaki, To-morrow, 14th Nov.,

Kobe, Inland Sca, at Noon. Yokohama & Hono-HONGKONG MARUA (via Shanghai, Naga-Saturday, 9th Dec., saki, Kobe, Inland

Sea, Yokohama and Honolulu) NIPPON MARU- (via)

Shanghai, Nagasaki, Wednesday, 3rd Jan., Kobe, Inland Sea, 1900, at Noon. Yokohama & Hono-

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND. SEA, YOKOHAMA and HONOLULU, TO- Noon. MORROW, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe. -

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en roule.
Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of the regular tariff rate. L4 in addition to the regular tariff rate... Passengers holding orders for OVERLAND LAND CITIES in the United States have,

CITIES in the United States have between between SAN FRANCISCO and CHICAGO, San Francisco and Chicago, the option of the option of the SOUTHERN PACIFIC SOUTHERN, PACIFIC, CENTRAL PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, DENVER and RIO GRANDE, and other and other direct connecting Railways and from direct connecting Railways, and from Chicago. Chicago to destination the choice of direct to destination the choice of direct lines.

Particulars of the various routes can be had on application. on application. Missionaries, members of the Naval, Military

Diplomatic, and Civil Services, to European Micials in the service of China and Japan, and To Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M.

required. tined to points beyond San Francisco in the United States, should be sent to the Company's United States should be saus to the Company's Office in Scaled Envelopes, addressed to the Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company, Queen's Building.

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. *Algoa (via Kobe,) Tuesday, 21st-Nov., Yokohama & Honolulu)......

Nagasaki, Kobe, In- (Saturday, 16th Dec., land Sea, Yokohama (at Noon. and Honolulu)

THE Chartered Steamship

"ALGOA," will be despatched for SAN FRANCISCO! via KOBE, YOKOHAMA and HONO-

and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines'

tained on application: Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC. UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY: also the CANADIAN PACIFIC

Particulars of the various routes can be had n application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European

> Through Bills of Lading issued for transport. ation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

- Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same same day; all Parcel Packages should be day; all Parcel Packages should be marked to

For further information as to Passage and

J. S. VAN BUREN, Agent

Mails.



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS	SAILING DATES
*SIBIRIA	HAVRE and HAMBURG. (LONDON with transhipment in HAMB) (LONDON with transhipment in HAMB) (LONDON with transhipment in HAMBURG. (LONDON with transhipment in HAMBURG.	18th Freight and 10RG November. Passage. URG November. Freight. BURG November. Freight. Hout 10th Freight and December. Passage. About 24th Freight Passage. About 24th Freight Passage.
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a Stewardess. •

CARLOWITZ & Co.,

PACIFIC MAIL, STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND

China (via Shanghai,)

(* Taking Cargo only.)

LULU, on TUESDAY, the 21st November, at Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu,

of Steamers, and to the principal cities of the United States of Canada. Rates may be ob-

RAILWAY on payment of £4 in addition to Passengers holding Orders FOR OVER

Officers in the service of China and Japan, and to Government officials and their families.

marked to address in full; value of same is address in full; value of same is required. equired.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the

Hongkong, 19th October, 1899.

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lishon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK. SEA and BALTIC PORTS! NORTH and SOUTH AMERICAN PORTS.)

: Harding, W. A.

Hart, Miss M.

Jeffriest, J. Y.

Jones, Jas.

Kunkel, M.

Hetzer, A.

THE FUEL OF THE FUTURE.

Sir W. H. White recently addressed the mechanical section of the British Association on the use of petroleum fuel for shipping. H says that when sufficient quantities of the fuel can be obtained it has many obvious advantages over coal, greatly reducing manual labour in embarking supplies, conveying it to the boilers, and using it as fuel. Possibly its advocates have claimed for it greater econcomical advantages over coal than can be supported by the results of extended experiment. Even if the saving in weight for equal evaporation is put as low as 30 per cent. of the corresponding weight of coal, it would amount to 1,000 tons on a first-class Atlantic liner. This saving might be utilised in greater power and higher speed or in increased load. There would be a substantial saving on the stoke-hold staff. A present it does not appear that adequate supplies of liquid fuel are available. Competent authorities, here and abroad, are giving attention to this question, and to the development of supplies. If the want can be met at prices justifying the use of liquid fuel, there wil undoubtedly be a movement in that direction.

On these views, the Petroleum Industrial and Technical Review remarks :- It is not of little importance to have such testimony as the above, cautious even though it is, from such an authority as the chief constructor of the Navy. This cautiousness is merely an official appendage. Sir William evidently turns longing eyes on the saving of space, which would be effected by the use of liquid fuel, and there be no doubt, considering the extent the scattered conditions of British possession, which, at the present time, look to this country for protection in case of emergency, the storing of the greatest amount of mechanical power in the smallest possible space is of the utmost importance. There are, of course, other advantages accruing from its use. Unfortunately, Sir William touched the weakest spot in regard to liquid fuel when he said. "when sufficient quantities can be

In reference to the last statement it may be pointed out that sufficient supplies for at any rate a large proportion of the steam shipping in Eastern waters are now fairly assured; and distributing arrangements have already been completed at several of the more important ports, and will shortly be ready at nearly every port east of the Canal where the "Shell Transport and Trading Company is established.

THE SOBER JOURNALIST.

Of 518 patients treated at a home in England for inchriates during the past year, 478 were Protestants and 20 Catholics. Just half of them were married men. Their occupations included the following :--

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	Journalis	5	*******	• • • • • • •	3

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	Gentleine	n	*********	• • • • • • • • •	124
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DISPUTED ISLANDS.

The Mapia islands south of the Carolines are not likely now to cause trouble between Holland and Germany. Spain had claimed them as part of the Carolines despite Dutch assertion of sovereign rights over the islands. Fear of German interference became rife in Holland when the Juguar, a German man-ofwar, was sent to the Carolines to take posses-These fears, were allayed by assurances from Berlin that the Jaguar, had received orders not to go to the Mapia islands. The German press also is of opinion that no trouble need arise. The islands indeed, so it is said, are not worth quarrelling about.

CHEAP QUININE.

Professor Koch the well-known fever expert. who is now in Inva, has expressed his opinion that quinine is an excellent remedy against malaria. He thinks that it is of the utmost importance that quining should be brought within easy reach of the native population at the lowest possible price. The Java Government does this already in times of epidemic. Some people, however, say that at present the furtherance of general sanitation among the Javanese would be more to the purpose than the ready distribution of medicine.

RECORD BREAKING IN GUN

RANGES. This is a record-breaking age in many departments, and the Americans are now determined to go one better than the rest of the world in the, matter of range power for their big guns. A 16-inch 126-ton gun, which is being built at the Waterollet arsenal, will have B range of no less than 20.978 miles if the calculations of Major James M. Ingalls may be relied upon. This officer is the head of the Artillery School for officers at Fort Monroe and the greatest racognised authority on ballistics in the United States Army. At American paper gives some interesting parti culars of a former occasion, when a calculation of probable range of a gun by Major Ingalia proved remarkably correct. The occasion was the memorable one of the Queen's Jubilee, when the greatest range ever up to that time attained was recorded by a 9.2-inch gun at Shoopury ness. Several months before the date of firing then English officials sout out data to the recognised artillery experts of foreign countries, with a request for the range to be calculated. Major Ingali worked at it alone, and his culculation was duly scaled and forwarded by the usual channel to the British War Department: | culate here with regard to the reason for Count | Clemens, Mrs. I The range attained by the shot was about to Mouravieff's visit to the Queen Regent of Dunleary, F. J. miles. When, afterwards, the papers were exa- | Spain. miles. When, afterwards, the papers were exa- | Spain. | Duncan, Mrs. J. / mined the closet calculation proved to be that | Nothing positive is known, but it is unani- | Durocher, Mons. of the actual distance, and some were several. Great Britain over Portugal. miles. The record of the Queen's Jubilee shot If Spain would make common cause with Dunbar, J. V. was beaten by a Krupp of 4-inch gun fired on Prance and Russia her Army and Fleet and Eidelstein, P.
the Meppen range in Germany in prescrice of naval stations in Europe and Morocco might Fullarn, Dr. W. A. the firing of the gun and striking of the project. It is thought, however, that whatever effect is the was 70'2 seconds. For the new American Count Mouravieff's visit may have in the future, Goldman, A. gun. Major Ingalis estimates a range of 20'078 lis immediate result will be nil, because Spain Guerra, T. miles on a muzzle velocity of 2,000 feot-seconds, is financially and economically too exhausted Glover, R. at an angle of clevation of 40 degrees. The to enter into any new political scheme. trajectory will reach a maximum elevation of As to France, it is not thought probable that Glasse, Mr. 30,516 feet. The weight of the projectile is the would willingly supply the money to re- Gough, W. assumed to be 2,3% pounds. With a muzzlo organise the Spanish Army and Navy, seeing Gatt, L. velocity of 2,000 foot seconds, a range of 13'971 that she has of late refused to aid even her ally Hutchinson, Mrs. F. miles will be attainable, and the maximum Russia, -Morning Post,

elevation in flight will be 19,302 feet, with the same angle of elevation, 40 degrees. Major Ingalls has also worked out a table for the new 12-inch American navy gun, which shows a range of 19,935 miles on a muzzle velocity of 3,000 foot-seconds, the maximum elevation of the trajectory being 32,515 feet and weight of shell assumed to be 850 lbs.—American Ex.

YE ENGLISH TAKE NOTE

An accult connection between the hour of dinner and commercial prosperity would hardly have occurred to anybody but a German metaphysician. Yet the German Secretary of State. General von Poobielski, who is the equivalent of our Postmaster-General, has discovered one. It appears that a proposal has been made in Bremen and elsewhere to introduce the "English dinner-hour," i.e. an evening dinner instead of a mid-day dinner. As such a change of custom in the commercial world would not be without its effect upon postal arrangements, the Post-master-General has during a recent visit to Bremen been making some inquiries among the merchants of that city regarding their views on the subject. He has lately expressed the result of his inquiries in these words: "Little sympathy is shown by the merchants I have spoken to in Bremen for the 'English dinnerhour.' They consider it an advantage in the warfare of competition that inquiries and orders of customers arriving late in the afternoon can be answered at once—if necessary by cable. The promptitude with which our merchants are able to serve their clients has won for them universal respect abroad in the commerce of the world, and obtained yet further custom There is serious fear lest this promptitude in the field of competition may have to suffer from the introduction of the English dinnerhour, as the latter prevents the prompt cleating off of correspondence owing to the too early closing of offices." English merchants take

THE NAVIGATION OF THE ST. LAWRENCE.

The Government of Sir Wilfred is once more to be congratulated on the succes of its efforts to promote the material prosperity of the Dominion. The opening of the Soulanges Canal Even if we exclude the Lower St. Lawrence Of course what is new in this is not the Soulanges Ganal itself but the fact that this canal now represents the last link of the 14 foot work will mean new prospscrity to Montreal, during his absence. and enable that beautiful city to attract to herself a large part of the 150,000,000 bushels of grain which now find their way to the sea, by way of New York. The new facilities for transporting lake freights to tide-water will affect not only the settlers in Manitoba and the North west, but also the farmers who now send wheat to Chicago or Duluth. The correspondent of the Morning Post estimates that the saving of three cents on the bushel in the single item of wheat will be productive of about 6,000,000 dollars a year to the farmers of the North-west, Other exports will be similarly affected. I view of these figures, it is not astonishing that the Dominion Government should have spent some 62,000,000 dollars on these improvements, and that the Eric Canal authorities and New York shippers are greatly alarmed at the prospect of losing a profitable business.

TRANS-ASIATIC RAILWAYS.

RUMOURED BRITISH PROJECT.

PARIS, October 9th. The Figure to-day publishes an article on project, which, it is said, is being promoted by a British syndicate, for the construction of railway from Alexandria to Shanghai to compete with the Russian Trans-Siberian line.

"It is," the journal remarks, "an Imperial enterprise which would have the immediate result of producing a great moral impression in Asia and of striking the imagination of its eight or nine hundred million inhabitants yellow, white, or brown. British prestige in the Far East will go up several notches on the day the first English train steams into the station at Shanghai. Dividends will come later."---Reuler.

RUSSO-SPANISH RELATIONS.

MADRID, October 10th. The visit of Count Mouravieff, the Russian Minister of Foreign Affairs, to San Sebastian, and his interviews with Señor Silvela, the Spanish Premier, are till subjects of discussion in the Press.

In regard to Señor Silvela's, efforts to minimise the importance of the visit, it may be pointed out that it is somewhat extraordinary that at a time when his presence in Madrid was of the utmost importance, in order that he might devote his whole attention to the many questions which will have to be submitted to Parliament very soon, the Premier should have spent several days in San Sebastian, on what he describes as a visit of courtesy.

Other distinguished foreigners have recently visited San Schastian, including members of Royal houses, and it has not before been deemed necessary for a Minister to be present to welcome them.

The general attitude of the Press in the matter is that Spain ought now to devote her whole attention to the reconstitution of the country, and should decline to enter into any alliances with other Powers.

Señor Sagasta, the Leader of the Opposition, s of this opinion. At the same time, he says that he does not believe that the visit of Count Mouraviess was of so great moment as it is generally rumoured to be.

SPECULATION IN ITALY.

ROME, October 10th. . A great number of rumours continue to cir- | Chanson, Mmo.

of Major Ingalls, who had placed the fall of the mously believed that the visit had reference to Debeaux. R. shot a few hundred feet short of the actual dis- the Transvaal crisis, and to the need for Spain, Dadre, Mons: tance, An Italian officer name next, but none lalded by France and Russia, to find some Dubbers, A. of the other exiculations were within 1,500 yards | means of putting an end to the influence of Dalton, E. C.

the Emperor, on 28th April, 1892, The range be used to neutralise the strategical advantages Francis, Mr. was 22,120 yards, or roughly 121 miles, and the which Great Britain is supposed to have as. Finanzki, L. greatest height reached by the shell in its flight sured herself by naval understandings with Ferraida, A.

VENEZUELAN REVOLUTION.

GOVERNMENT TROOPS DETEATED. 1,500 KILLED AND WOUNDED.

The New York Herald publishes the following dispatch from Port of Spain :--Caracas is practically invested by the revolutionists. Gen. Castro's forces are advancing from Valencia and Victoria in three divisions. The left wing in moving on La Guayra for Klopper, T. the purpose of cutting off President Andrade's escape. Gen. Castro surprised the government Lee Pung, Ml. troops in the plains near Valencia. President Andrade lost 1,500 killed and wounded. The loss of the revolutionists was slight. The government of Trinidad has issued a procla- Lawson, H. L. W. mation against filibustering expeditions, and Lehmann, A. threatens to inflict severe penalties on those taking part in them.

FRENCH NAVAL CONSTRUCTION

A recent number of the Engineer gives some interesting particulars of the recently-launched French battleship Henri IV. This vessel represents in many ways a departure from current French designs. She is unusually broad in the beam, has only moderate superstructures, and is without the very prominent ram carried by most French battleships. Of small displacement—only 9,000 tons—she is certain to display the defects of all small ships. In spite of very powerful éngines, developing 12,000 horse-power, she is, from her shape and short length, not likely to steam fast. Her armour protection is very inadequate, being practically limited to a narrow end-to-end belt, stout turrets for her two heavy guns, and 4in. plating for her quickfirers. Her battery is weak, consisting of two 10.8 in weapons fore and aft and seven 5'5 in. quickfirers. Altogether, she seems a step backwards, and there can be no doubt that a Majestic would find no difficulty. in settling a pair of adversaries such as she.

PETTICOAT GOVERNMENT IN NATAL.

The newly-appointed head of a public department in Natal recently went on leave for a week, and during his absence it was naturally supposed that his chief clerk would take gives an unbroken waterway from the Straits | command. Judge of the surprise of the officiof Belle Isle to the head of Lake Superior. als concerned, when on the day following their chief's departure his bell rang for half-afrom the reckoning and take the river as though | dozen of them. Their surprise was accentuatit ended at Quebec, this gives uninterrupted | ed on finding the chief's wife ensconced in his inland navigation for a distance of 1,435 miles. | chair! She received them in the blandest of official manners, and proceeded to issue instructions as to their daily routine. One wonders what effect it would have on the Downing navigation way of the St. Lawrence system. | Streets clerks if Mrs. Chamberlain suddenly The work as a whole has cost 5,250,000 dollars. swooped down on the Colonial Office and It is hoped that the completion of this great assumed the duties of the Colonial Secretary

A NAVAL HERO AND A TEA KING

Sir Thomas Lipton, with his usual luck, was the first person of prominence to greet Admiral Dewey on his return to America and extend the hand of welcome. Towards noon Sir Thomas ordered out his steam-launch, and ran over to the Olympia to leave his card and pay his respects to the hero. As Sir Thomas Lipton's launch drew near the crew lined the bulwarks and sent up a rousing cheer. The launch steamed briskly round the great ship, the men coming forward to cheer, a compliment which Sir Thomas acknowledged by lifting his cap. The launch drew up by the aft gangway on the starboard side, and the officer of the watch came forward and saluted Sir T. Lipton, who, standing up in the launch, said, "I have come to leave my card on the Admiral, in order to pay my respects." "Won't you come aboard, Sir Thomas?"-said the officer .-- "The Admiral will-bevery glad to see you and shake you by the hand." So, Sir Thomas Lipton, delighted, climbed the gangway to where Admiral Dewey stood waiting to receive him on the after-deck. Admiral Dewy said, "It gives me great pleasure, Sir Thomas, to see a representative Englishman welcome me home." "I feel great pride, Admiral," replied Sir Thomas, "at the privilege of adding my congratulations as a Britisher on your safe arrival. After your great achievements you have redeived a great wel-

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:-Marthens, A. Ah Moo, Mrs. Allsopp, G. F. E. Moses, H. E. H. McLean, Grace H. Almond, R. W. McRay, A. L. Abbott, E. MacDonald, Mrs. E. Allhusen, Mr. E. Moane, G. H.

come from your countrymen."

Blake, R, E. McLeod, Mr. and Mrs. Moldajad, P. Barnett, A. Beeck & Co., A. Marcovich, S. Brooks, Captain J. S. McArthur, Mrs. J. Maclagan, Miss Bingham, J. E. Martini, Sig. Barker, A. M. Nathan Sons. N. P. Baber, Miss Z Blum, M. Nissim, L. R. Olbes, F.: O'Donoghue, Miss M. Bukal, Jacob Balmer, Miss J. Odin. U. Buckley, P. Bourdonnel, Mons. de

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Pohusingh, Teguinat Fanistein, Miss A. Ragar, Antonio Freidmann, M. Ruchwaldy, S. Fook Sing & Co. Fehiz, Dr." Rocof, G. (2) Godaneky, E. Rorff, General L. von Singh, Kaiser Gdansky, S. O. Harris, F. Sahmiat and Fertsch Hesketh, S. B. (2) Hall, G. Haufmann, W. W. Hooper, G. W. Ismil, Eisik Jorge, J. V.

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		•

Untimations.

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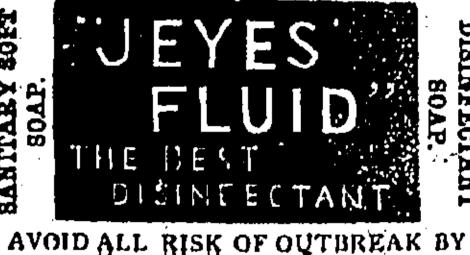
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LINE OF STEAMERS. FOR MANILA. THE Steamship

·- " LEGAZPI." Captain A. Yribar, will be despatched as above TO-MORROW, the 14th instant, at Noon. The Attention of Passengers in directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to LIZARRAGA HERMANOS,

No. 6, Beaconsfield Arcade. Hongkong, 13th November, 1899. [1391a

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL,

THE Company's Steamship "HECTOR." Captain Barr, will be despatched as above

TO-MORROW, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE,

์ [า283ณ Hongkong, 9th October, 1899. WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUL" & "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M. MONDAYS. WEDNESDAYS and FRIDAYS for WUCHOW, calling at Kong-Moon, Kamchuck, Samshul, Shiulling and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

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-"CHANGSHA," Captain Moore, will be despatched on THURSDAY, the 16th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh

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For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 11th November, 1899. [13770 CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA. THE Company's Steamship

"CHANGSHA, Captain Moore, will be despatched as above on THURSDAY, the 16th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE,

Agents. Hongkong, 11th November, 1899.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ST. IEROME." will be despatched for the above port on or about the 16th instant and will be followed by S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO., LIMITED,

Hongkong, 8th November, 1809. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &C.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on SATURDAY, the 18th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage. This Steamer is installed throughout with the A Stowardess and a duly-qualified Surgeon

are carried. N.B.-Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice verid.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, and November, 1899.

Shipping.

STEAMERS.

aūstrian lloyds steani naviga: TION COMPANY.

STEAM TO SHANGHAL AND KOBE. I'HE Company's Steamship

"VINDOBONA," Cantain C. Bellen, will leave for the above places on WEDNESDAY, the 15th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co.

Hongkong, 8th November, 1899. CHINA NAVIGATION COMPANY LIMITED.

FOR MANILA. THE Company's Steamship

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Hongkong, 9th November, 1899. IMPERIAL GERMAN MAIL LINE

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND **ҮОКОНАМА.**

THE Imperial German Mail Steamship "KONIG ALBERT," of the Norddeutscher Lloyd....

Captain O. Cüppers, due here with the outward German Mail about the 14th instant, will leave for the above places about 24 hours after arrival. NEDDEUTSCHER LLOYD. For futher Particulars, apply to MELCHERS & CO.,

Hongkong, toth November, 1899. OCEAN STEAMSHIP COMPANY.

FOR AMOY. THE Company's Steamship

"BELLEROPHON," Captain Lyons, will be despatched on FRIDAY, the 17th instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 9th November, 1899. "GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship "GLENSHIEL," , will be despatched as above on MONDAY, the 20th November.

McGREGOR BROS. & GOW. Honogkong, 27th October, 1899. SHEWAN TOMES & CO'S. "NEW YORK"

For Freight or Passage, apply to

FOR NEW YORK, VIA SUEZ CANALI THE Steamship " MOYUNE," ----Captain Conradi, will be despached for the above Port, on MONDAY, the 20th instant.

To be followed by the Steamship on or about 24th December. For Freight or Passage, apply to SHEWAN, TOMES & Co.

Hongkong, 11th November, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "MACHAON," Captain Hamah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 23rd October, 1899.

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Hongkong, 13th November. New Benares875

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Hongkong and Shanghai Banking Corporation -348 per cent, prem., buyers. The Bank of China & Japan, Ld.—(Preference) The Bank of China & Japan, Ld.—(Ordinary) The Bank of China & Japan, Ld.-(Deferred)-National Bank of China, Ld.-\$30.

Marine Insurances. Union Insurance Society of Canton, Ld.-\$242, China Traders' Insurance Co., Limited-\$59. North China Insurance Co., Ld.—Tis. 200. Yangtsze Insurance Assoc. Ld. -\$121. Canton Insurance Office; Ld.-\$135 buyers. Straits Insurance Co., Ld.-\$5. Fire Insurances.

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Lt.-Col. The O'Gorman Madame O'Gorman Dr. Marx Peters Hon. H. E. Pollock Major C. W. Reilly Comdr. R. M. Rumsey Colonel H. Elsdale Mrs. H. E. Sharp Mr. J. S. Ezekiel Mr. A. Forbes Lt.-Col. A. R. Fraser Mr. H. H. Gompertz Colonel E. H. Gorges W. E. Home Mrs. Iburg

Mr. A. Sinclair Mr. A. Findlay Smith Dr. Reich Stabsarzt Mr. A. G. Stokes Mr. A. P. Stokes Staff-Surgeon and Mrs. Mr. & Mrs. W. Taylem Mr. O. D. Thomson Mr. A. L. Tobler Mr. G. H. Wheeler Major G. R. St. John Mr. A. G. Wood Mr. J. H. Kemp Mrs. Geo. Lawless

Lieut. H. C. Burrows Mrs. Simmonds Rev. F. Flynn, R.N. The Government Civi Hon. and Mrs. R. D. Hospital Sisters Consul Volpicelli Ormsby Madame Volpicelli Miss Ormsby Capt. C. B. Simonds, Capt. A. M. Whitton

VESSELS IN FORT.

Steamers. China Mutual S. N. Co., Ld.—(Ordinary)—£3 | ALFESINE, British steamer, 1,050, C. Slade,

31st Oct.,—Amoy 30th Oct., Ballast.— AMERICA MARU, Japanese, steamer, 3,539, H. Going, 9th Nov., -San Francisco 14th General.-J. S. Van Buren. BENLARIG, British steamer, 1,487, R. Kroble

7th Nov.,-Moji 2nd Nov., Coal.-Gibb, Livingston & Co. CULGOA, American transport, 1,140, Comdr. J W. Carlin, U.S.N., 20th Oct., -Manila 17th

October. EMPRESS OF INDIA, British steamer, 5,904. O. P. Marshall, R.N.R., 1st Nov.,-Vancouver 10th Oct., and Shanghai 29th, Mails and General.—C. P. R. Co. EQUATORIA, Belgian str., 1,236, W. Williams,

22nd Oct.,-Swatow 21st Oct., Ballast.-Lauts, Wegener & Co. FORMOSA, British steamer, 674, J. Douglas, 4th Nov., -- Swatow 3rd Nov., General. --Douglas, Lapraik & Co. GERMANIA, German steamer, 1,174, A. Möller,

1st Nov.,-Moji 27th Oct., Coal.-Jebsen HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 6th Nov.,-Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General.-Melchers & Co. INDEPENDENT, German steamer, 871, A. Haltz,

27th Oct.,-Moji 20th Oct., Coal.-Sander, Wieler & Co. KIUKIANG, British steamer, 1,240, C. F. Arnold, 9th Nov., -Canton 9th Nov., General. -Butterfield & Swire. LEGAZPI, Spanish steamer, 585, D. Antonio

Tribar, 9th Nov., -Amoy 7th Nov., Ballast. -Order. LOOSOK, British steamer, 1,020, J. B. Jackson, 11th Nov.,-Bangkok 3rd Nov., and Kohsi-chang 4th, Rice and Timber.-Butter-

field & Swire. MONGKUT, British steamer, 859, N. G. Majer, 14th Oct.,-Koh-si-chang 2nd Oct., Rice.-Yuen Fat Hong. PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 9th Nov., -Bangkok

31st Oct., and Koh-si-chang 1st Nov., Rice. -Yuen Fat Hong. Picciola, German steamer, 875, E. Schipper 11th Nov.,-Saigon and Nov., Rice.-Siemssen & Co.

SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 18th Oct.,-Shanghai 15th Oct., Ballast.—Arnhold, Karberg & Co. SULLBERG, German steamer, 782, Meyer, 3rd Nov.,-Canton 3rd Nov., General.--"

Siemssen & Go. THALES, British steamer, 879, "Passmore, 11th Nov.,-Taiwanfoo oth Nov., Amoy 7th, and Swatow toth, General .- Douglas, Lapraik & Co.

TRITOS, German steamer, 1,033, P. Lassen, 5th Nov.,-Bangkok 29th Oct., Rice,-Siemssen & Co. UNDAUNTED, British steamer, 2,026, S. Elcoale,

9th Nov.,-Philadelphia 8th Sept., Kerosine Oil.—Order.

Sailing Vessels. ADOLPH OBRIG, American bark, 1,302, Armsbury, 17th O ... New York 5th May, Case Oil,-Standard Oil Co.

BELMONT, British bark, 1,415, Ladd, 10th Nov.,
—Manila 30th Oct., Ballast.—Order. LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,-Callao Peru 21st July, Iron.-MARY L. CUSHING, American bark, 1,540,

Pendleton, 1st Oct.,-New York 16th May, Case Oil .- Order. RETRIEVER, British schooner, 96, Parker, 8th Sept.,-Honolulu 16th July, Ballast.-REUCE, American ship, 1,828, D. Whitmore,

3rd_Oct.,-New York 30th May, Case Oil. -Standard Oil Co. SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,-Cebu and Phillipine Islands 22nd Aug., Ballast.-Order. St. James, American bark, 1,453, R. M. Tapley,

29th Sept.,-Manila 13th Sept., Ballast.-Reuter, Bröckelmann & Co. ST. MARK, American ship, 1,861, D. W. Dudley, 7th Nov., - Manila 19th Oct., Ballast.-

STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,-New York 20th May, Kerosine Oil.-Standard Oil Co. WARATAH, British schooner, 25, Haynes, 23rd Sept.,-Takow 15th Sept., Ballast.-Mr. F.

WEST YORK, British bark, 706, N. S. Faister, 9th Nov., -Albong, W.A. 4th July, Sandal Wood,-Order Mrs. Farrell and child Mr. A. J. Hamiter WM. H. CONNER, American ship, 1,424, J. T.

Erskine, 14th Oct.,-New York 7th May, and Rio Janeiro 11th July, Kerosine,-Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 13th, 1899. Alacrity, despatch-vessel, 1,725 tons, to 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong. Algerine, sloop, 1,050 toxs, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei. Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., Nagasaki.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai. Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, Shanghai.

Hongkong. Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Shanghai. Budymion, British cruiser, 7,350 tons, Capi. G. A. Callaghan, Hongkong.

Centurion, ist class bandeship, 10,500 tons,:

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Licut-Comdr. C. Chadwick Fame, twin screw, torpedo-boat destroyer, 360

tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Firebrand, 3rd class gunboat, 455 tons, 4 guns,

360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, and class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. R. S. D. Cumming,

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong. Iphigenia, 2nd class cruiser, 3,000 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding,

Shanghai. Linnel, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hongkong.

Orlando, British chuiser, 5,600 tons, Capt. J Burke, Japan. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John,

Manila. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. S. V. Y. De M. Cowper, Wei-hai-wei. Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Hongkong.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River. Swift, gun vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr.

Powell, Hongkong. guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River. Undaunted, 1st class cruiser, 5,600 tons, 12

guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei. Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg,

Wei-hai-wei. Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow. Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut-Comdr. E

Kelly, Hongkong. Wivern, coast desence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtsze. Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangisze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class, and 3 second-class

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. Roberto, Hongkong. Eina, Italian cruiser, 3,530 tons, Capt. G. Giosello, Chefoo.

Liquria, Italian cruiser, 4,500 tons, Captain Casetta, Singapore. Marco Polo, Italian cruiser, 22 guns, 10,000 h.p., Captain Ed. Incaronato, Singapore.

Piemonte, Italian cruiser, 2,800 tons, 12 guns, Captain Ginliani, Hongkong. Stromboli, Italian cruiser, 3,359 tons, 36, guns, 6,252 h.p., Captain Bregante, Shanghai. Miscellaneous.

Kaiserin Elizabeth, Austrian cruiser, 4,500 tons, 9,000 i.h.p., Capt. Julian, Singapore. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong. Presidento Sarmineto, Argentine cruiser, 2,850

tons, Capt. Betbeder, Manila, FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser, - 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Aleout, Russian gunboat, 810 tons, 8 guns, 1,200

h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dohrovolsky, at Port Arthur. Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p.,

Comdr. Sharon, at Vladivostock. Gaidamak, Russian gunbont, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Vladivostock. Gremiastchy, Russian armoured cruiser, 1,492

tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Port Aathur. Koreyetz, Russian cruiser, 1,200 tons, 9 guns, · 2,150 h.p., Capt. Sillmann, at Port Arthur. Mandjour, Russian cruiser, 1,213 tons, twin

-screw, 14 guns, 1,500 h.p., Capt. Yakoveff,

at Vladivostock. Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Yenish, at Port Nayerdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur. Olvarny, Russian armoured cruiser, 1,490 tens,

twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Pantial Azova, * Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Nidermiller, at - Port Arthur.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock. - "-Rurik, 1 Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p.,

Capt. Barronoff, at Viadivostock. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Port Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin,

at Port Arthur. Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Vostock. Russian torpedo gunboat, 4 guns, 650

h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 hip., Capt. Rogulia, at Vladivostock." Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21

Revel, 1st class, Russian torpedo boat, 96 tons; | 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 16th instant, at 3 P.M. 19.7 knots.

(1st and 2nd class.) Forel, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Janichichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns,

1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 13,000 i.h.p., Captain J. R. Jellicoe, Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220

h.p., 16 knots.

Sooteking, Russian torpedo boat, 87 tons, 4 guns, ... 070 h.p.: 10 knots. Steriald, Russian torpedo boat, 23 tons, 1 gun, .. 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. A Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns,

1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dub ssoff. † Flagship of Rear-Admiral Reconnoff.

THE FRENCH SQUADRON.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt, Joannht, at Yokohama. Beautemps-Beaupre, French cruiser, 1,246 tons, . 14 guns, 895 h.p., Capt. Ternet, at Chefoo. Coniète, French gunbont, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.

Descartes, French protected cruiser, 3,985 tons 36 guns 631 i.h.p., Captain Bernard, at Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.

Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Iean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow. Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 4,000 tons 36 guns, 9,000 i.h.p., Capt. M. Motel, en route Japan. Pluvier, French despatch-boat, 545, tons,

guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon. Triomphante, French armoured cr., 4,700 tons,

24 guns, 2,400 h.p., Capt. B. de Brotizel, at Oct., and Nagasaki 5th Nov., Mails and Tweed; coast defence gunboat, 363 tons, 3 Vouban, French flagship, 6,150, Capt. Boutet

at Haiphong, Viplie, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. + Flagship of Rear-Admiral Gigault de

THE GERMAN SQUADRON.

Deutschland*, German battleship, 8,400 tons, 38 guns, 5,360 h.p., Capt. Müller, at Hong-

Gefion, German crulser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Kiaochow. Hertha, German cruiser, 6,000 tons, Capt. S. v "Usedom, at Hongkong.

Illis, German gunboat, to guns, 1,600 h.p., Captain H. H. Lans, on the Yangtsze. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Kiaochow. Jaguar, German cruiser, Captain Kinderling

at Kiaochow.

Kaiserin Augusta, German cruiser, 6,000 tons 12 guns, 13,040 i,h.p., Captain Gulich, a Shanghai. Moenie, German surveying vessel, 970 tons Captain Merton, at Samoa.

22 guns, 8,000 h.p., Captain Truppel, at Kjaochow. * Flagship of Prince Henry of Prussia.

Princess Wilhelm, German cruiser, 4,400 tons

THE AMERICAN SQUADRON. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila. Callan, U.S. ganboat, 137 tons, 1 gun, 55 h.p., Lieut, Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199

h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. Geo. W. Pigman, at

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Coindr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B Briggs, at Manila.

h.p., Courdr. E. K. Moore, at Manila. Tris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, -3,000 h.p., Comdr. John

McGowan, at Manila. Monocecy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Montercy, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C.

Leutze, at Manila.

Manila.

Nanshan, U.S. collier, Lieut, L. A. Kaiser. Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, Petrel, U.S. gunboat, 892 tonr, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.

Vheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at Yorktown, U.S. gurboat, 1,7 o tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

Zafiro, U.S. dispatch-vessel, Master A. M.

A Mail will close:-For Saigon-Per Tritos to-morrow, the 14th instaut, at 9 A.M. For Swatow-Per Haimun to-morrow, the Ath instant, at To A.M.

For Haiphong-Per Hating to-morrow, the 14th instant, at 10 A.M. For Manila-Per Legaspi to-morrow, the 14th instant, at 10 A.M. For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per America

Mari to morrow, the 14th inst., at 10.45 A.M. For Singapore--Per Germania to-morrow, the 14th instant, at I-P.M. For Cebu-Per Shantung to-morrow, the 14th instant, at 3-P.M.

For Singapore - Per Hector to-morrow, the 14th instant, at 3 P.M. For Haiphong-Per Hongkong on Wednesday, the 15th instant, at 9 A.M. For Manila-Per Sungklang on Wednesday,

the 15th instant, at 3 P.M. For Samshui and Wuchow-Per Samshui on Wednesday, the 15th instant, at 4 P.M. For Kongmoon, Samshui and Wuchow-Per Wuchow on Friday, the 17th inst., at 4 P.M. For Manila, Port Darwin, Thursday Island,

Cooktown, Townsville, Brisbane, Sydney and Melbourne-Per Changsha on Thursday, the For Kongmoon, Samshui and Wuchow-Per Samshui on Monday, the 20th inst., at 4 F.M. For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of India on Wednesday, the 22nd inst, at IT A.M.

For Kongmoon, Samshui and Wuchow-Per Wuchow Wednesday, the 22nd inst, at 4 P.M. For Shimonoseki and Kobe-Per Chingtie on Wednesday, the 22nd instant, at 5 P.M. For Kongmoon, Samshui and Wuchow-Per Samshul on Friday, the 24th instant, at 4 P.M. For Kongmoon, Samshui and Wuchow-Per Wuchow on Monday, the 27th inst,, at 4 P.M. For Kongmoon, Samshui and Wuchow-Por

JAPANESE MEN-OF-WAR.

Battleships. Vasking , 1st class, 12,400 tons, 30 guns, 14,000 li.p., at Yokohama. Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki. Chinyen, and class, 7,330 tons, 22 guns, 6,200

h.p., Yokohama.

Coast Defence Ships ... Matsuskima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila. Zisuskushima, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki. Hashidate, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Shimasu.

Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p. Hiyei, and class, 2,550 tons, 13 guns, 2,035 h.p., Helyen, and class, 2,600 tons, 15 guns, 2,400 h.p.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chilose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.

Yoshino, protected cruiser, Ist class, 4,150 tons,

Naniwa, protected cruiser, 1st class, 3,709 tons; 24 guns, 7,120 h.p., at Manila. Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons,

32 guns, 15,000 h.p., at Chefoo.

27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila. Akilsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p. 🖎 (

Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p. Idaumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.

15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at Manila Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p. Kalsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,000 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p. Gun-boats. Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko. Akagi, 620 tons, to guns, 700 h.p., at Chefoo.

Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p.

5,500 h.p. Torpedo-boats. Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Hongkong.

Kosoma, Japan. 14 boats (Creusot), 56 tons, 2 torpedo-tubes, 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525, 1 boat (Normand), 75 tons, 2 torpedo-tubes,

boats (Yarrow), 40 tons, 3 torpedo-tubes,

Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, 10 guns, (used as gunnery traning ship.) Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

to guns, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.)

(used as torpedo training ship. RIVER STEAMERS, SCHOONERS AND LORCHAS,

Fatshan, British steamer, 2,260, J. Dick,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones,

Powan, British steamer, 1,890, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai

Hongkong and Macao.

Macao and Canton. Lungshan, British steamer, 108, Morrison,-Hongkong, Canton and Macao Steamboat Kiangtung, Chinese: steamer, 583, Holmes,

Lungkiang, British steamer, 108, J. J. Lossieres, -Hongkong, Canton and Macao Steam. boat Co. City of Whampon, Chinese steamer, 40,-Ah Sun Chow, Chinese steamer,-Ah You.

Saikong, British steamer, 259, Kwong Wang Cheung Kong, Y. Kun, 58,-Kwong Wan S.S. Lil, American lorcha.

Wuchow, British steamer, R. D. Thomas,-Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S. Samshui, British steamer, Summers, Hong-

Kutsing, lorcha, 160, Reynolds, Hongkohg to

Skorpion, Russian torpedo boat, 23 tons, I gun. Samshul on Wednesday, the 29th instant, at Road Central, in the City of Victoria, Honge

Lorohas und Schooners. Carton willing Run Ging

Sai-yen, protected cruiser, 1st class, 2,300 tons,

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1380 tons, 12 guns,

Atago, 620 tons, 10 guns, 700 h.p. Maya, 620 tons, to guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan.

Chin Chu, 500 tons, 9 guns, 455 h.p. Torpedo-gunboat. Tatsula, 875 ions, 6 guns, 5 torpedo tubes,

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr.

boots (Schichau), go tons, 3 torpedo-tubes, Helena, U.S. gunboat; 1,397 tons, 8 guns, 1,998 10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

> Manjiu, sailing-ship, 877 tons, 6 guns, (used as training ship.) Tsukuba, wooden screw steamer, 1,989 tons.

Jingei wooden paddle steamer, 1,465 tons, 2 small guns.

-- Hongkong, Canton, & Macao Steamboat

On Steamship Co. Chun Wai, British steamer, -Kwong Wan S.S.

China Merchant Steam Navigation Co. Canton and West River.

Hongkong and West River.

kong, Canton Macao Steamboat Co., J. M. & Co. and B. & S.

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